

THM 4L60-E CHANGE IN BELLHOUSINGS FOR THE 1998 MODEL YEAR

300mm TORQUE CONVERTER (Figure 1):

The Bellhousing shown in Figure 1, is approximately 1/4" deeper than the previous "Big Bell" and is designed to accommodate a new 300mm converter that is used in the 1998 Firebird. The best identification is the added bolt hole at the top of the bellhousing. This style bellhousing and the 300mm converter also require a new design turbine shaft and stator shaft that are also about 1/4" longer.

1997-1998 REGULAR "BIG BELL" (Figure 2):

The Bellhousing shown in Figure 2, has four added holes for an additional dust shield, and can be compared with the previous model "Big Bell" that is shown in Figure 3.

1996 REGULAR "BIG BELL" (Figure 3):

The Bellhousing shown in Figure 3, is the previous design "Big Bell" and included in this bulletin for comparison with the 1997-1998 design changes.

HOLDEN "BIG BELL" (Figure 4):

The Bellhousing shown in Figure 4, is the Holden "Big Bell" that is export only and shipped mainly to Australia.

CORVETTE (Figure 5):

The Bellhousing shown in Figure 5, is for the 1997-1998 Corvette with the transmission mounted in the rear of the vehicle and is used with a torque tube.

HOLDEN "SPECIAL" S/T TRUCKS (Figure 6):

The Bellhousing shown in Figure 6, is the Holden "Special" S/T Truck bell that is export only and shipped mainly to Australia. This bell has part of the housing cast out as compared to the Regular S/T Truck bell that is shown in Figure 7.

REGULAR S/T TRUCKS (Figure 7):

The Bellhousing shown in Figure 7, is the Regular S/T Truck bellhousing used in North America and is cast different than the export S/T Truck bellhousing shown in Figure 6.



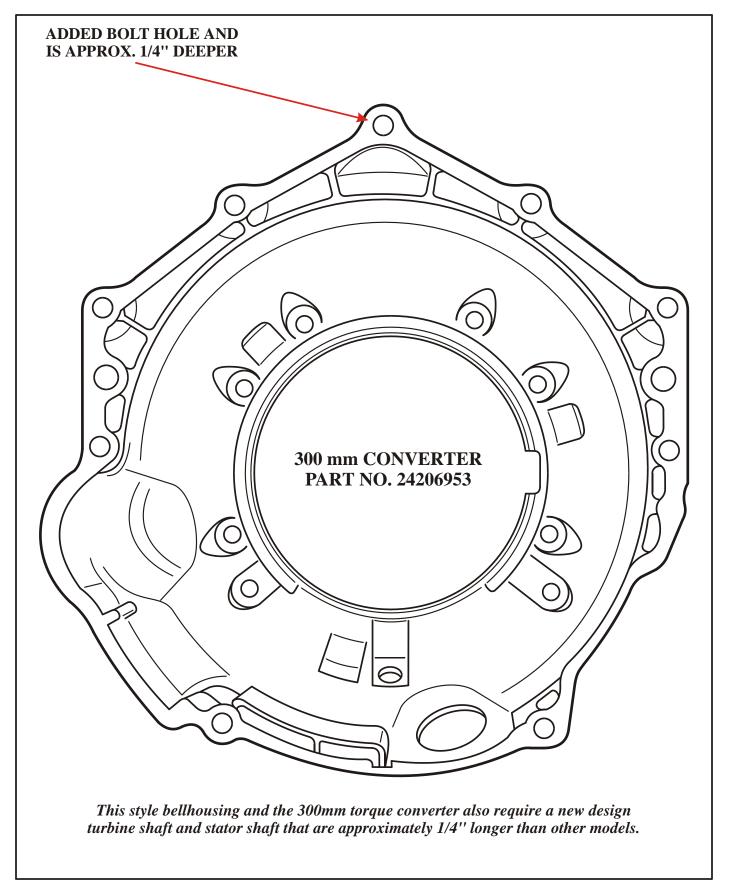


Figure 1



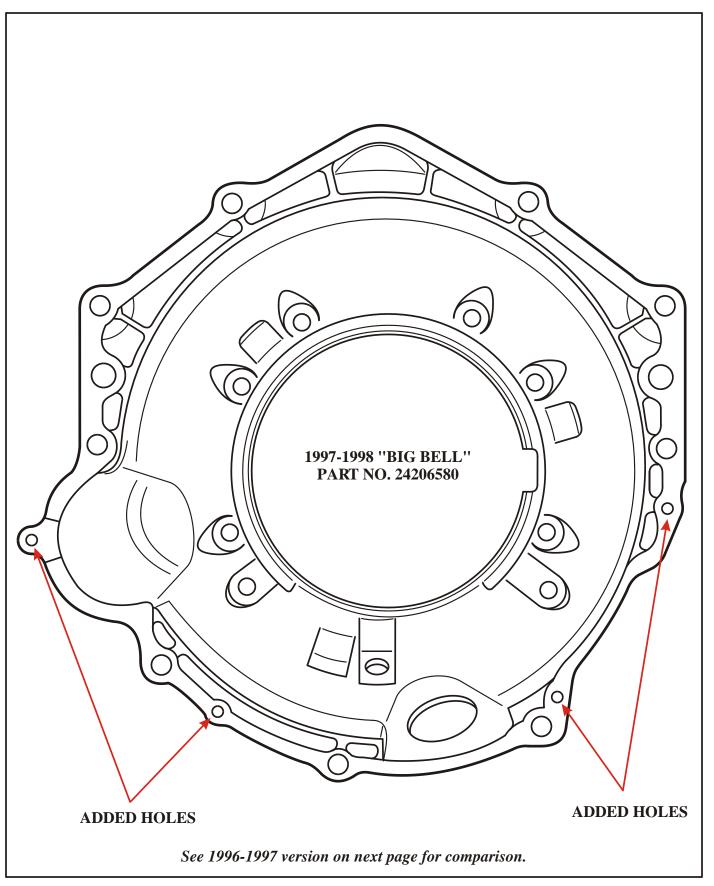


Figure 2



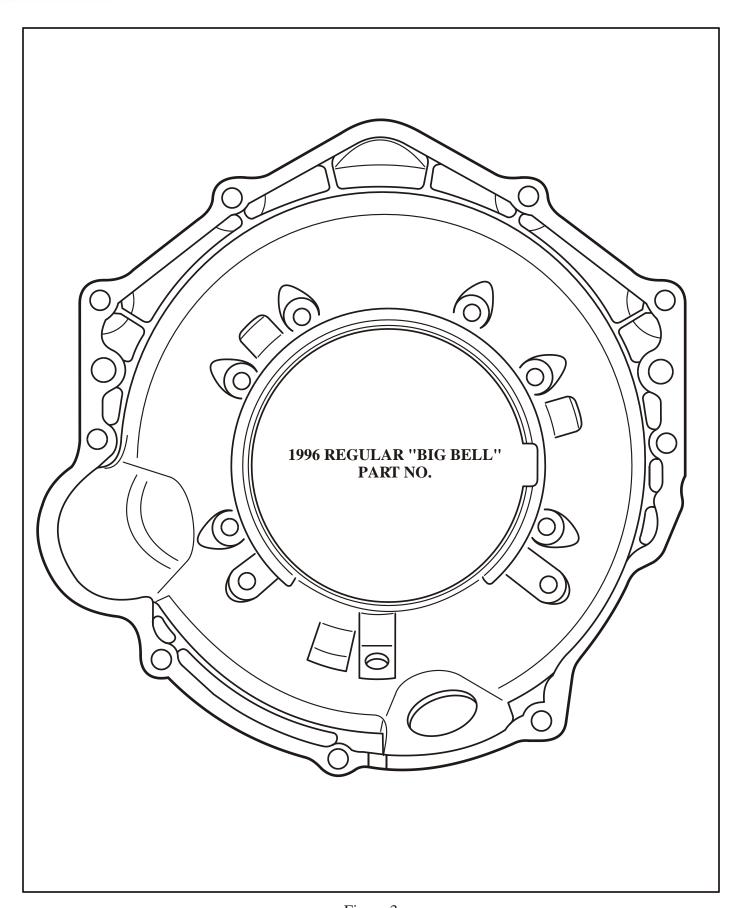


Figure 3



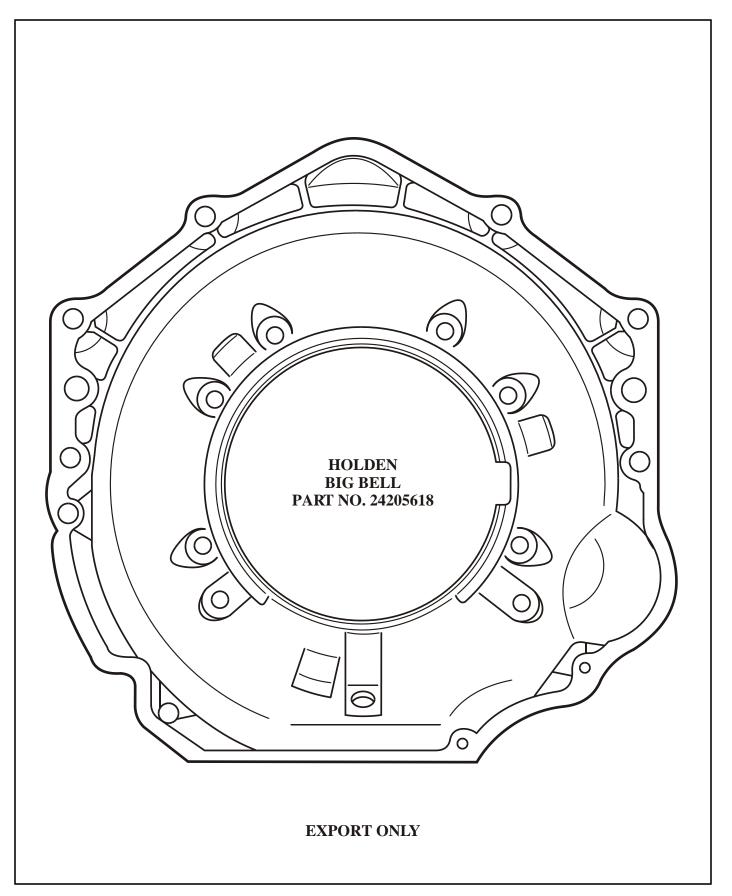
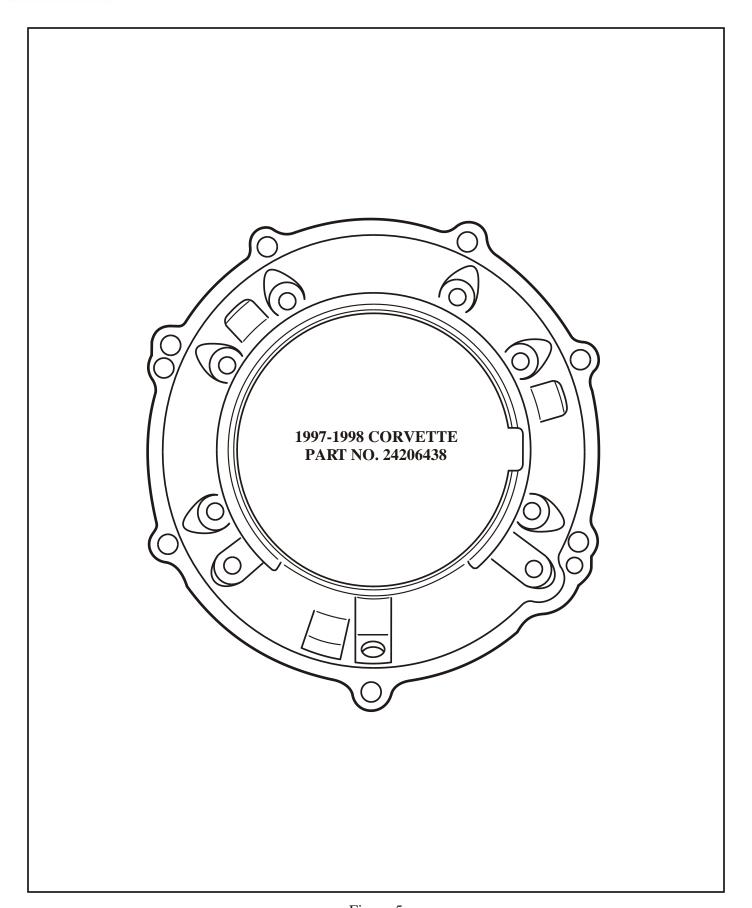


Figure 4







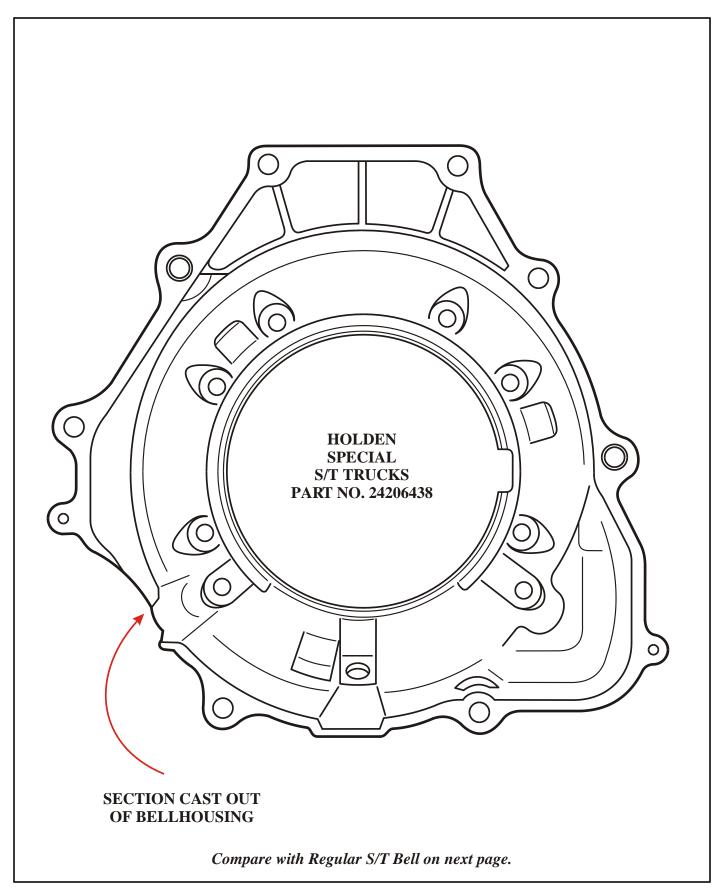


Figure 6



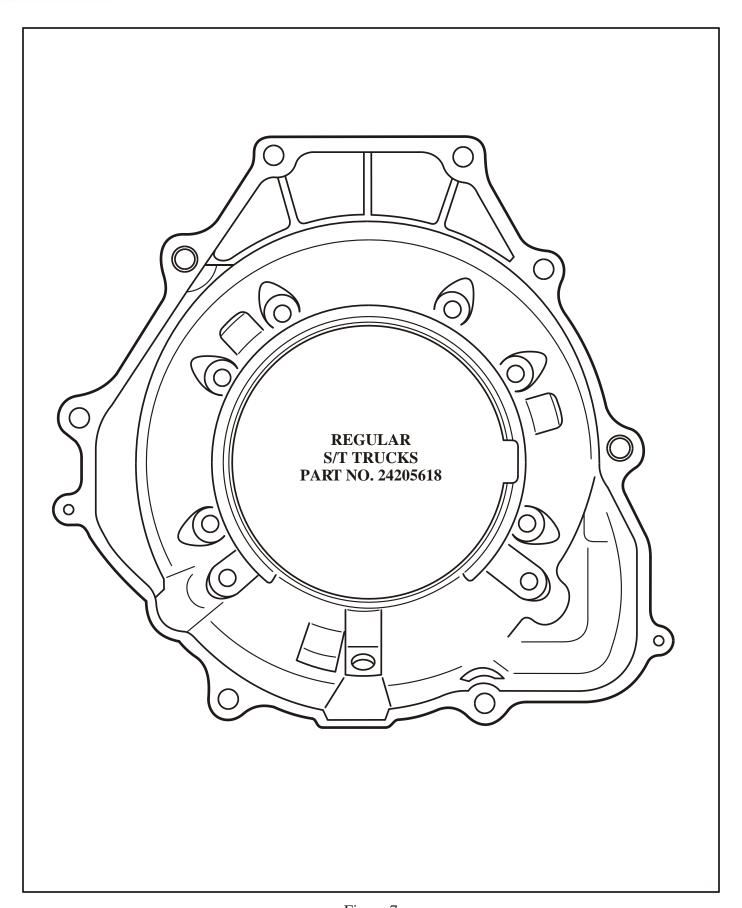


Figure 7