



# Technical Service Information

## **THM 4T60-E NEW DESIGN 1-2 ROLLER CLUTCH**

**CHANGE:** Beginning at the start of production for 1996 models, all THM 4T60-E transaxles were built with a new design 1-2 Roller Clutch Assembly, as shown in Figure 1.

**REASON:** Eliminates a potential high speed freewheel failure and reduces the number of parts needed for the assembly process.

**PARTS AFFECTED:**

**(1) 1-2 ROLLER CLUTCH SUPPORT** - Roller clutch cam is now the inside diameter design instead of the previous outside diameter design and the bushing that supports it on the final drive ring gear has doubled in width for much improved stability of the 1-2 Roller Clutch Support. Refer to Figure 1 for illustrations.

**(2) THRUST BEARING** - Dimensional changes to accommodate the new design 1-2 roller clutch support (See Figure 1).

**(3) 1-2 SUPPORT SPACER** - Eliminated, as shown in Figure 1.

**(4) 1-2 ROLLER CLUTCH ASSEMBLY** - Dimensional changes to accommodate the new inside diameter cam design 1-2 roller clutch parts, as shown in Figure 1.

**(5) 1-2 ROLLER CLUTCH SNAP RING** - Eliminated, as shown in Figure 1.

**(6) 1-2 ROLLER CLUTCH INNER RACE** - Eliminated, as shown in Figure 1.

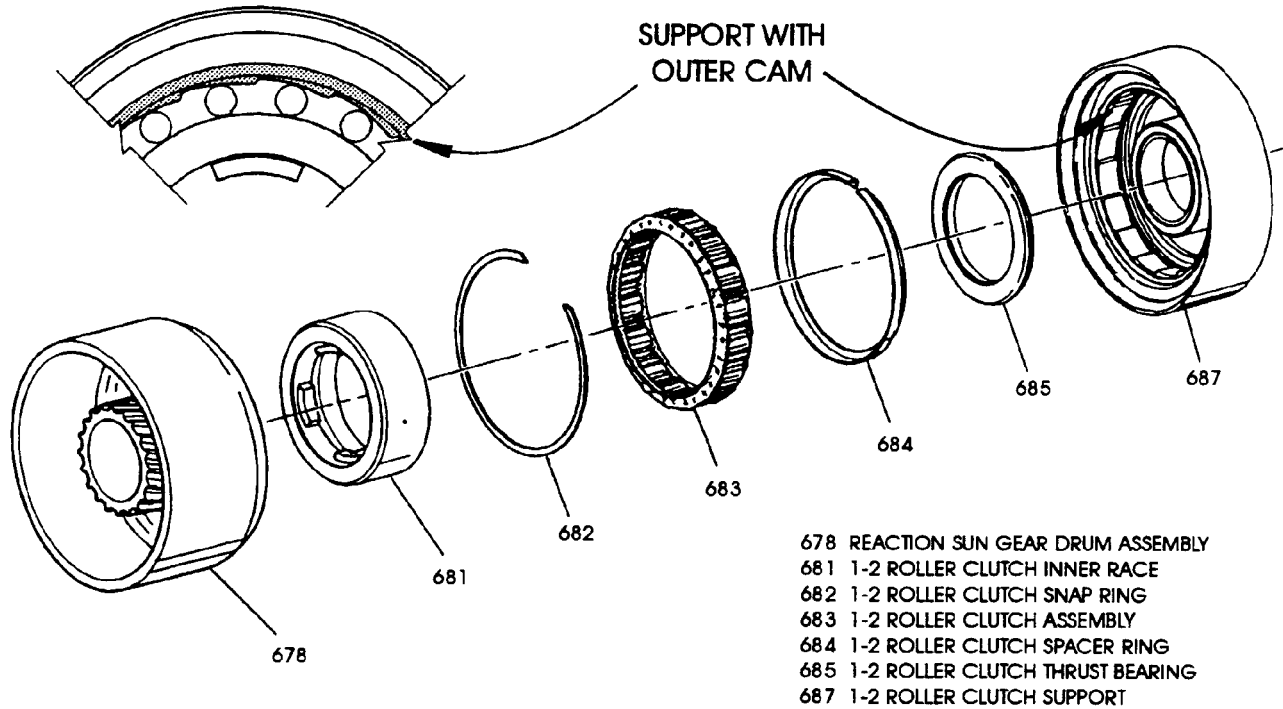
**(7) REACTION SUN GEAR DRUM** - Redesigned with the 1-2 roller clutch outer race now made as part of the sun gear drum, to accommodate the new design 1-2 roller clutch parts, as shown in Figure 1.

**(8) FINAL DRIVE RING GEAR** - Revised lubrication hole sizes and locations in support to accommodate the new design 1-2 roller clutch assembly, as shown in Figure 2.

**INTERCHANGEABILITY:**

The new design 1-2 Roller Clutch Assembly will back service all THM 4T60-E transaxles to 1991, however, all parts listed above must be used as a package.

## 1991-1995 1-2 ROLLER CLUTCH



## 1996 1-2 ROLLER CLUTCH

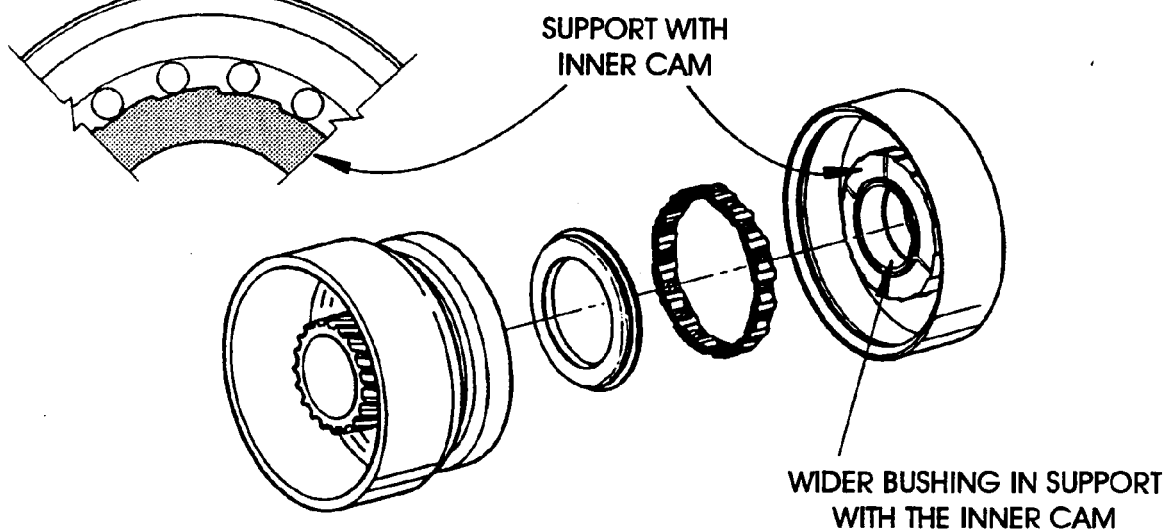
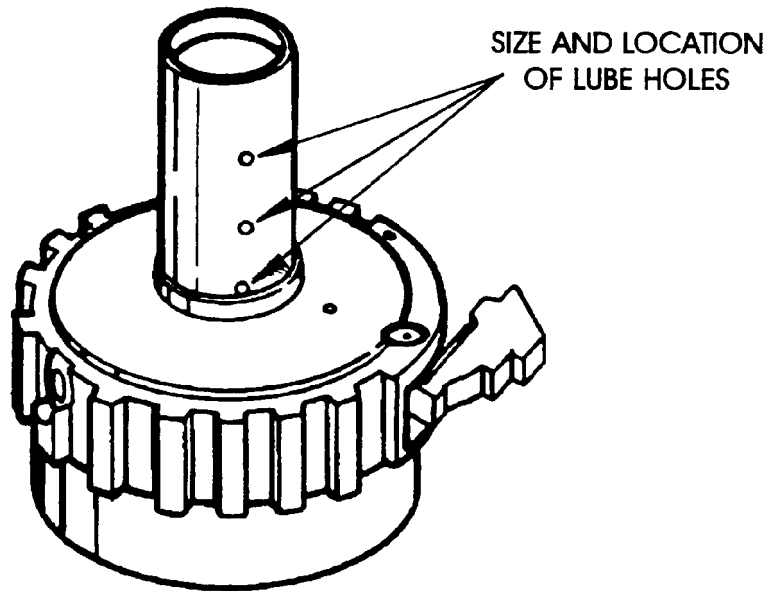


Figure 1

## 1991-1995 FINAL DRIVE RING GEAR SUPPORT



## 1996 FINAL DRIVE RING GEAR SUPPORT

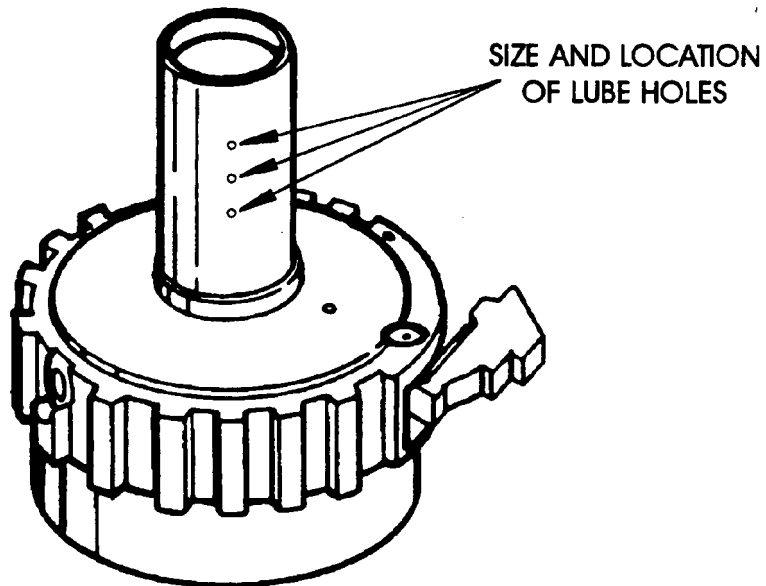


Figure 2