

Technical Service Information

THM 4L60-E BOLT ON BELLHOUSING

CHANGE:

Beginning at the start of production for 1996 models, some THM 4L60-E transmissions were built with a bolt-on bell housing. The 4.3L V6 engine is the only one to recieve the bolt-on bell housing for 1996 models, and will be expanded to most other engine sizes for 1997. Refer to Figure 1 for illustrations.

REASON:

Makes the THM 4L60-E transmission much more versatile, for a wide variety of engine sizes and a wide variety of vehicles.

PARTS AFFECTED:

- (1) BELL HOUSING Now bolted to the main case with eight bolts that require what appears to be a normal 50 Torx-bit to remove. These bolts require a "TORX PLUS SO-IP" bit to remove. The normal 50 Torx-bit will strip the head on most bellhousing bolts, if used for removal. Refer to Figure 1 for the profile of both bits.
- (2) MAIN CASE Totally different casting to accommodate the bolt-on bellhousing, as shown in Figure 1. There were no changes in worm track configuration, or bolt hole locations for the bottom pan and valve body area.
- (3) EXTENSION HOUSING Totally different casting to accommodate the changes in the case

design, and notice the new design has six retaining bolts instead of the previous four, as shown in Figure 1.

(4) OIL PUMP BODY - A machined ring has been added to the front of the pump body to accommodate and center the bolt-on bellhousing, as shown in Figure 2.

INTERCHANGEABILITY:

All of the parts listed above are unique to the 1996 model 2-piece case. However, the pump body with the added machined ring, will be found in some 1995 models, and will back service to 1995 models on &. It cannot be used in 93-94 models because of worm track cavity differences that occurred in 1995.

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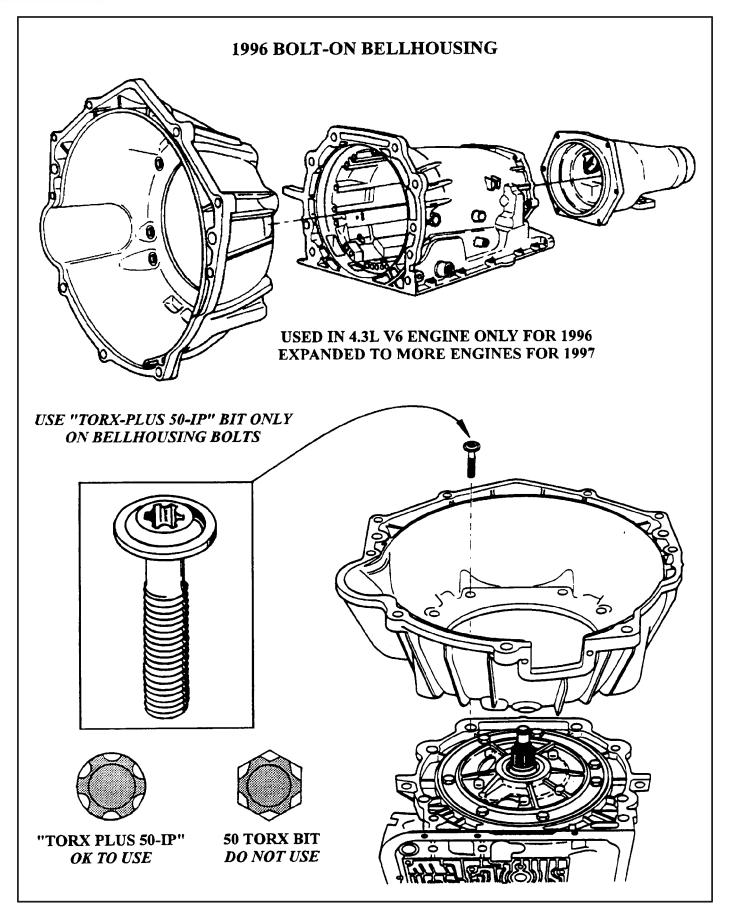


Figure 1
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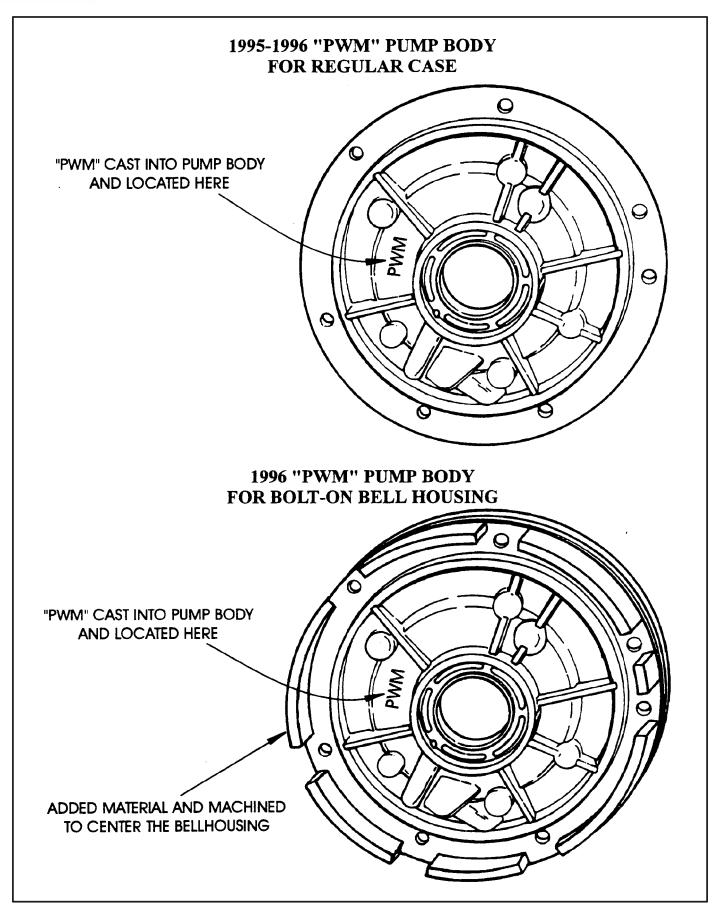


Figure 2
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