



# Technical Service Information

## **THM 4T60-E COMPLETE HYDRAULICS CHANGE FOR 93-94**

**CHANGE:** Beginning at the Start Of Production, for all 1993 model THM 4T60-E transaxles, a complete hydraulics change was implemented, with a revised converter clutch regulator valve line-up, revised accumulator, valve bushings in the valve body, and shift valves with revised dimensions.

**REASON:** Calibration changes for improved shift feel and improved durability.

### **PARTS AFFECTED:**

(1) **VALVE BODY CASTING** - The aluminum plug and retainer clip for converter clutch regulator valve were eliminated, and replaced with a new bushing and new style retainer, as shown in Figure 1. The 1-2 accumulator valve bushings (Both Primary and Secondary), the 2-3 accumulator valve bushing, and the 3-4 accumulator valve bushing were revised to accommodate new design retainers with more holding capacity, as shown in Figure 1.

The 2-3 Shift Valve and the 3-2 Manual Downshift Valve received some dimensional changes, as shown in Figure 2. These changes required changes in the Valve Body Casting, in the worm track areas of both sides, and the differences are shown in Figure 3. Note that there are not any check ball location changes.

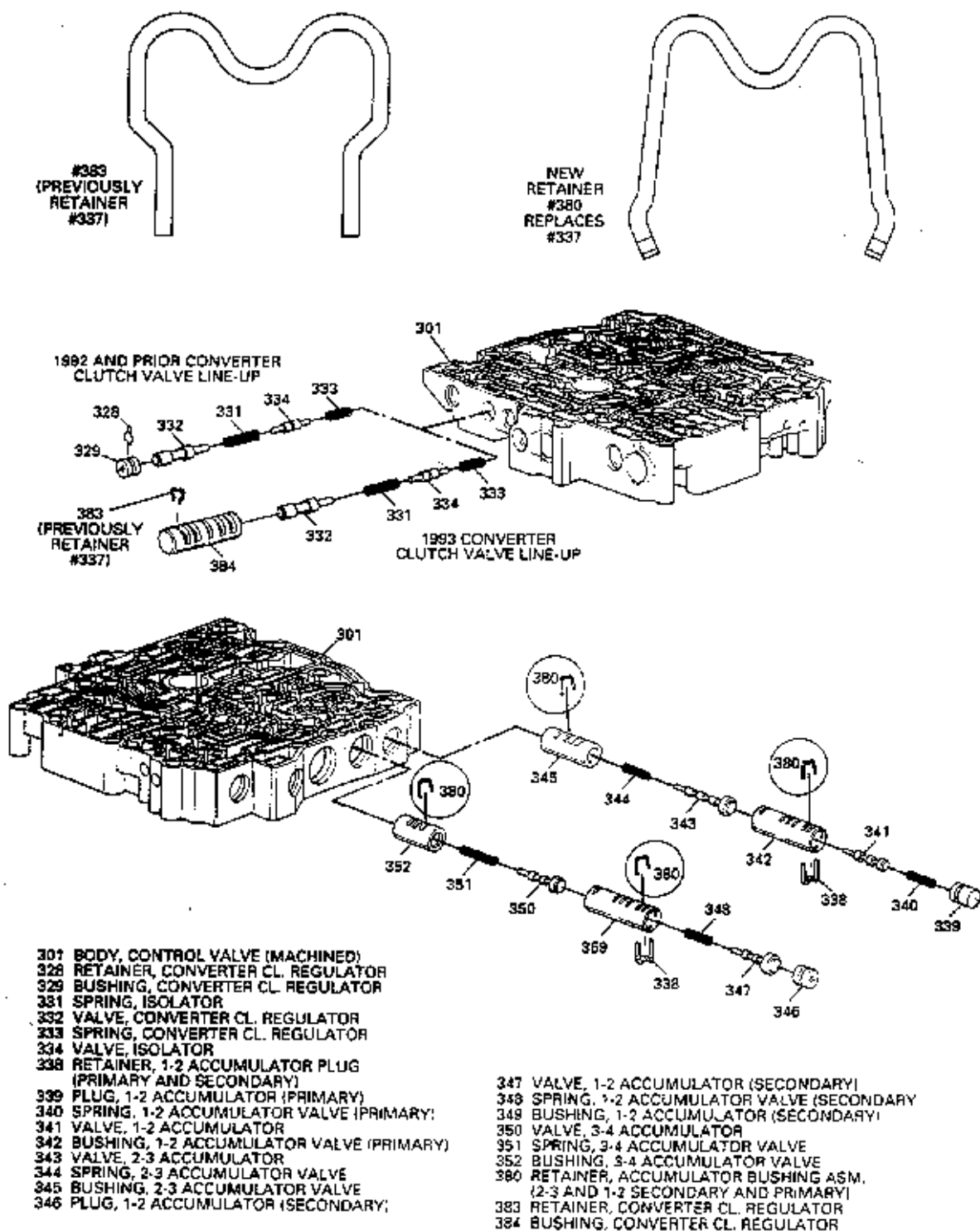
(2) **VALVE BODY SPACER PLATE** - Different hole spacing-to accommodate the valvebody and channel plate casting changes. Also the 91-92 hydraulics spacer plate has the TCC solenoid orifice in the spacer plate, and the 93-94 hydraulics requires the same screen and orifice assembly, with "O" ring, that is currently used in the THM 440-T4 transaxle and is shown Figures 4 and 5.

(3) **VALVE BODY GASKETS** - Both the valve body to spacer plate, and spacer plate to channel plate gaskets change to accommodate the revised hydraulics. They are easily identified by the OEM part number ink stamped on each gasket. Refer to Figure 6 for proper identification.

(4) **CHANNEL PLATE ASSEMBLY** - There are casting changes in the worm track area to accommodate the valve body changes, as shown in Figure 7. The Channel Plate can be easily identified by the casting number. Refer to Figure 8 for casting number location. The casting number for the 91-92 hydraulics is 8667284, and casting number for the 93-94 hydraulics is 8682217, and is shown in Figure 8. There was also a change in the Lo Blow Off Valve and Seat, which is also located in the channel plate. These changes are shown in Figure 9.

### **INTERCHANGEABILITY:**

NONE of the parts listed above will interchange with previous design level parts. IF YOU CHANGE ONE PIECE YOU MUST CHANGE THEM ALL!



**Figure 1**

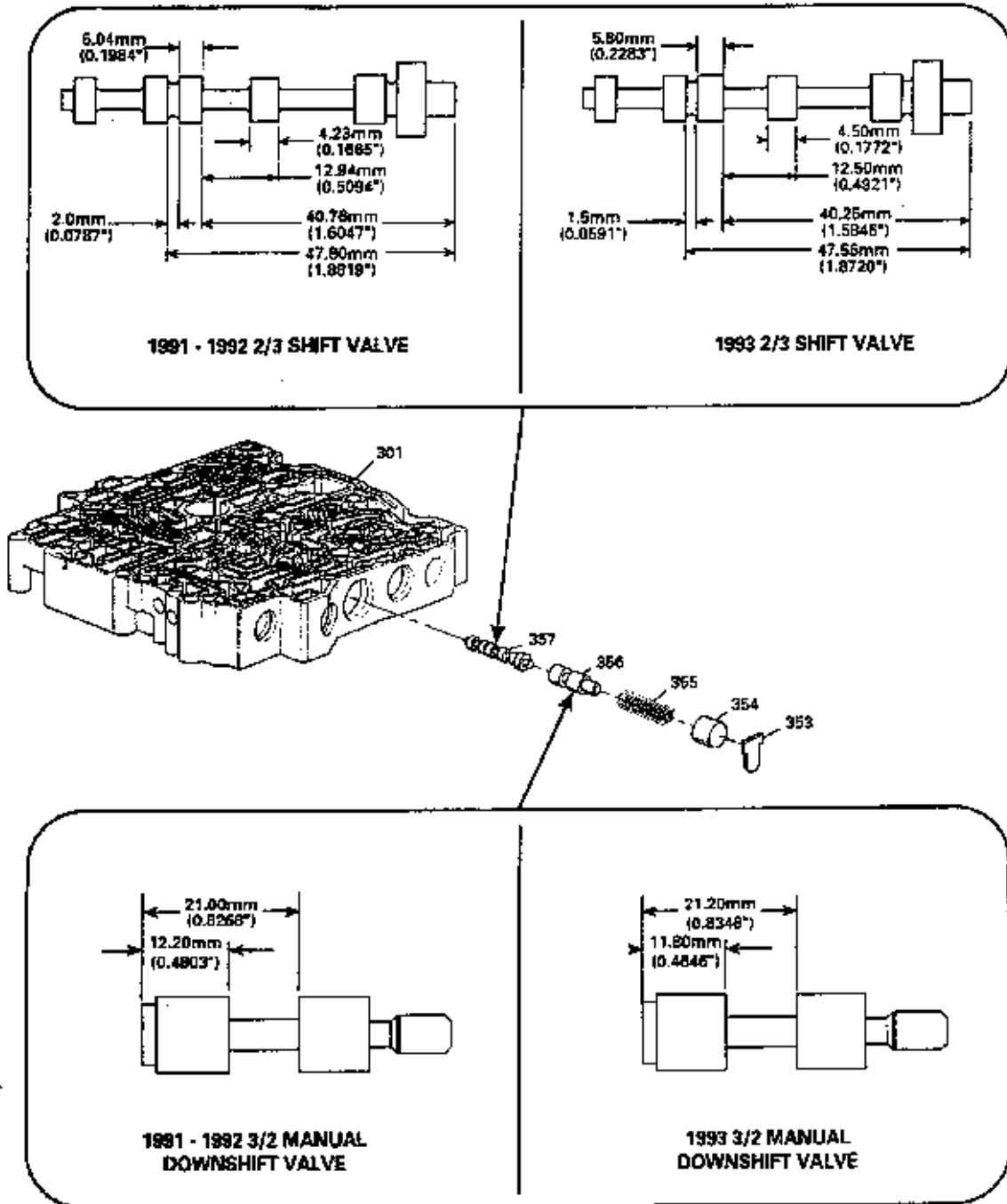


Figure 2

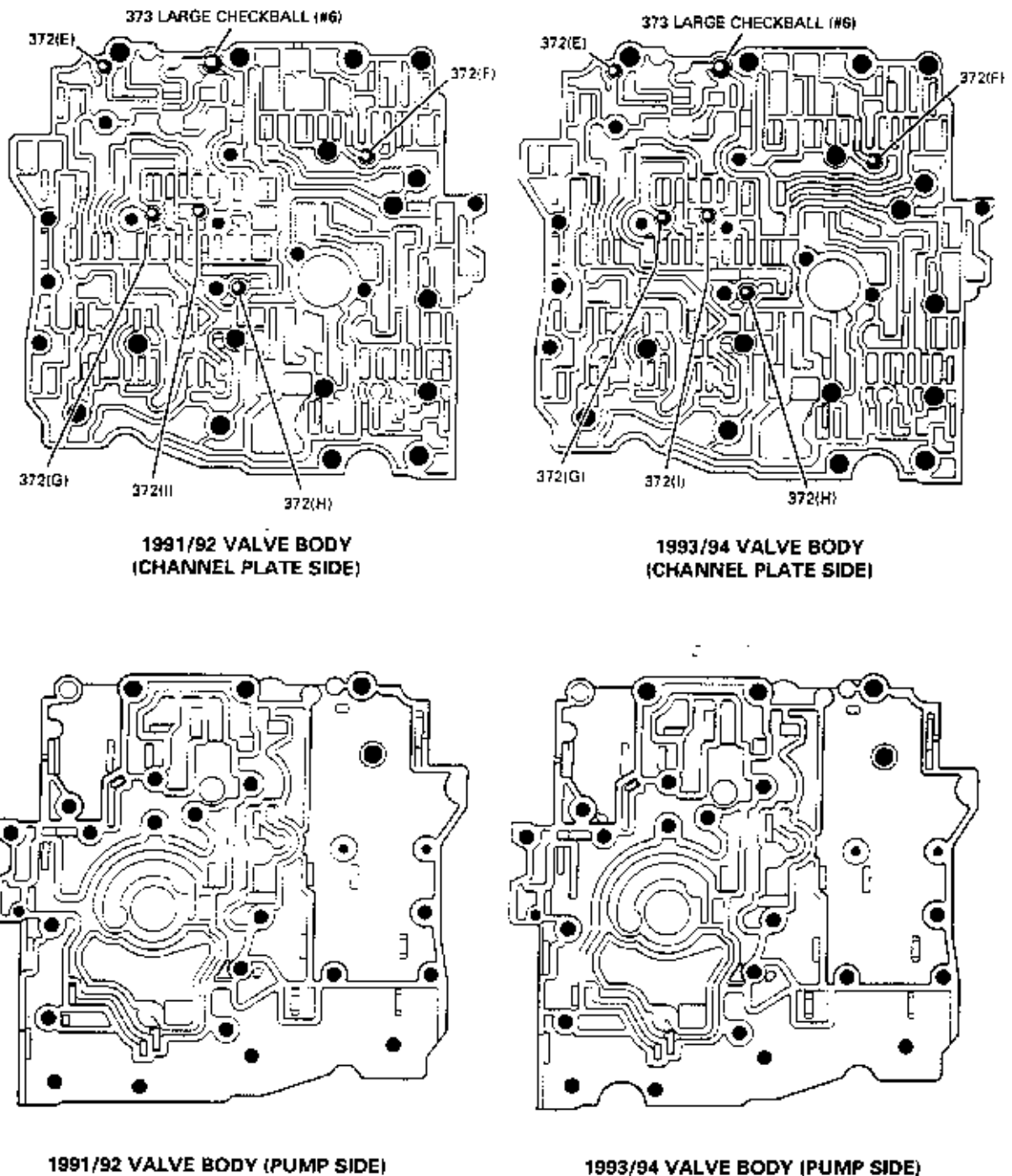
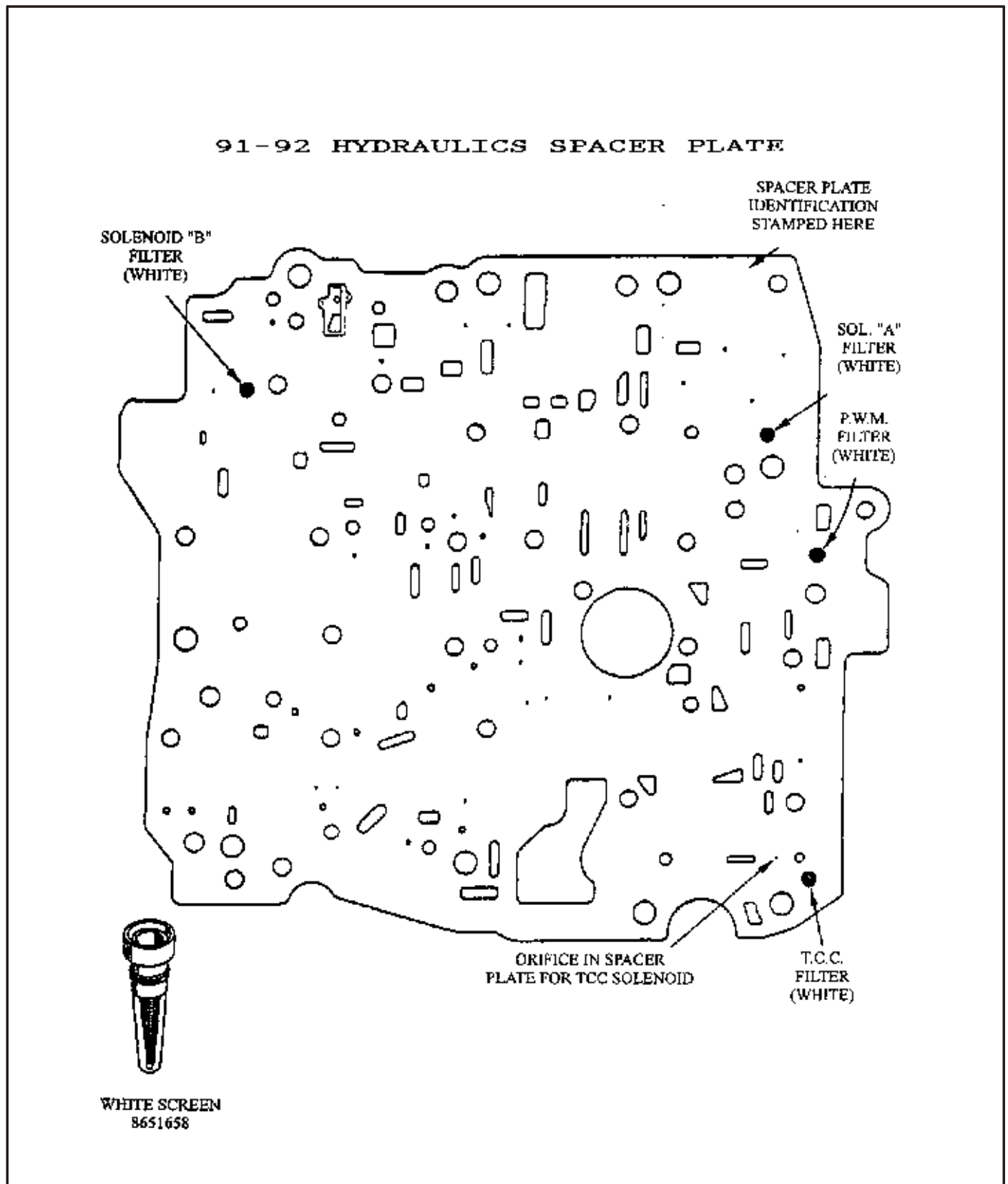


Figure 3



**Figure 4**

## 93-94 HYDRAULICS SPACER PLATE

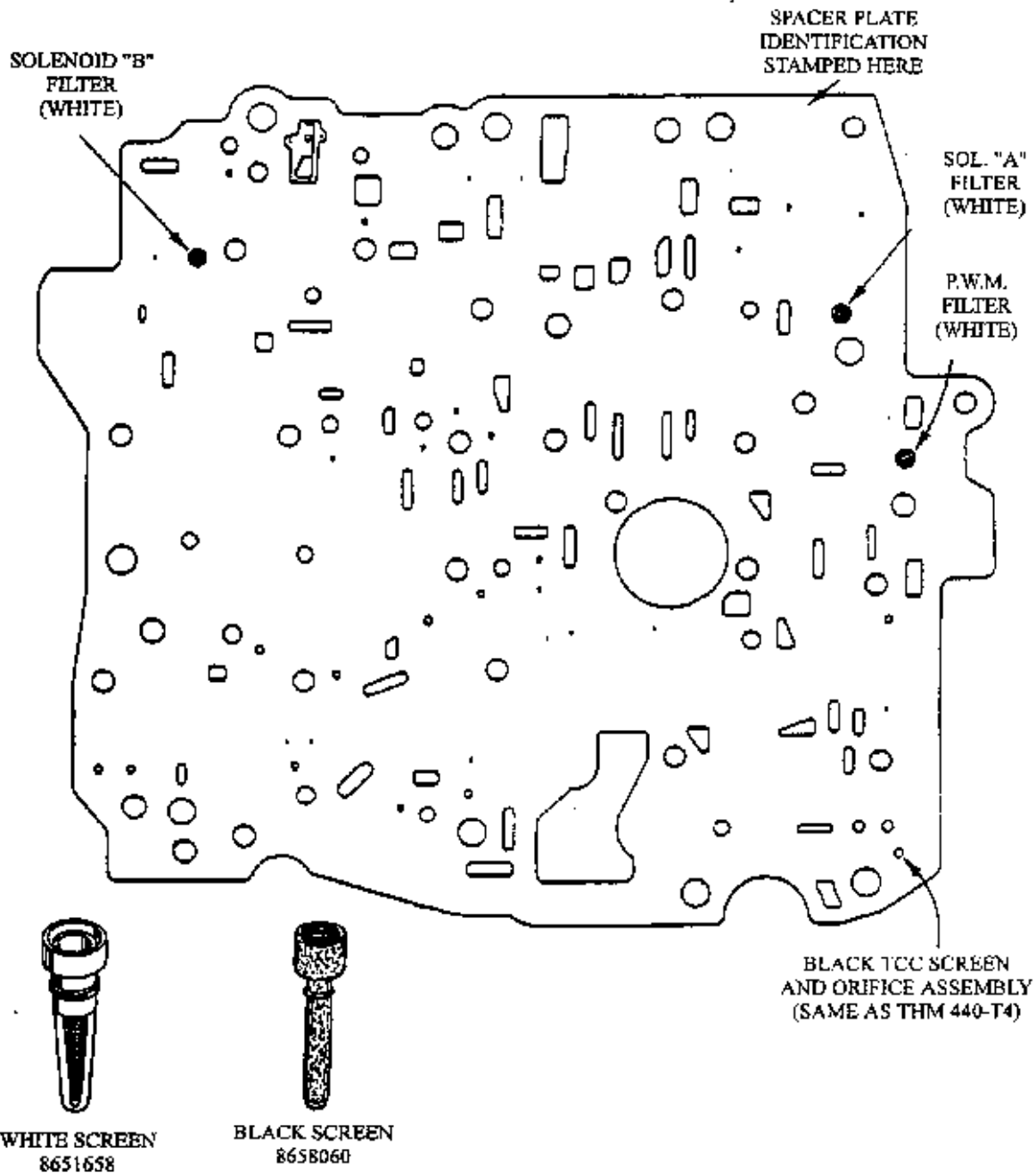
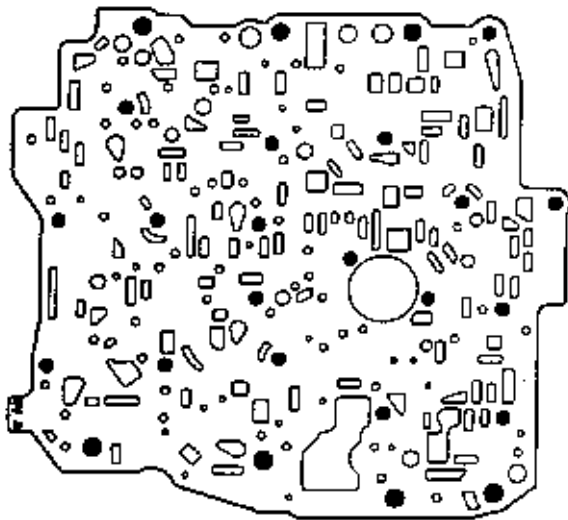
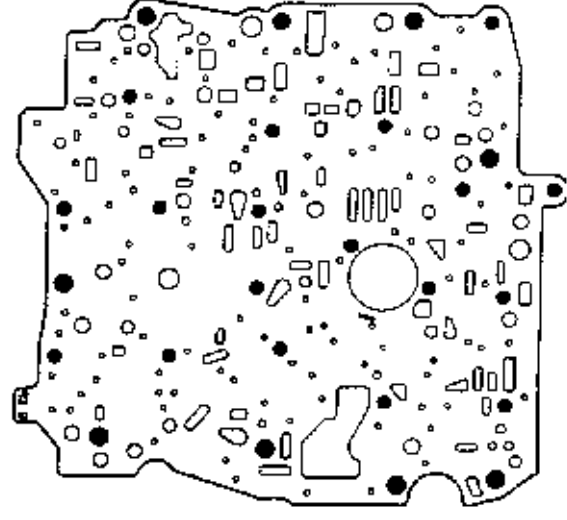


Figure 5

## 91-92 SPACER PLATE GASKETS

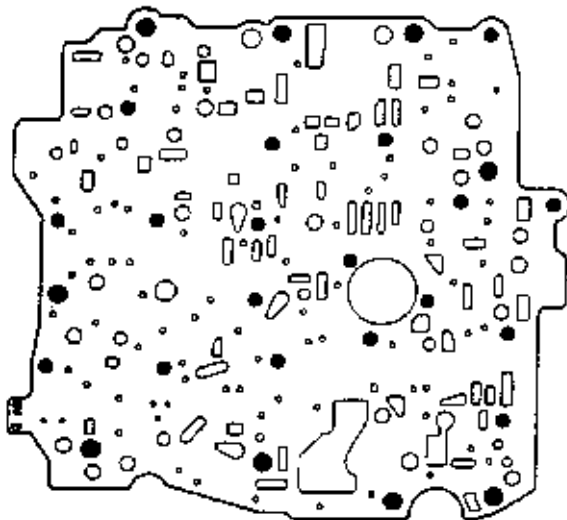


**1991/92 GASKET**  
(VALVE BODY TO SPACER PLATE)  
INK STAMPED 8678762

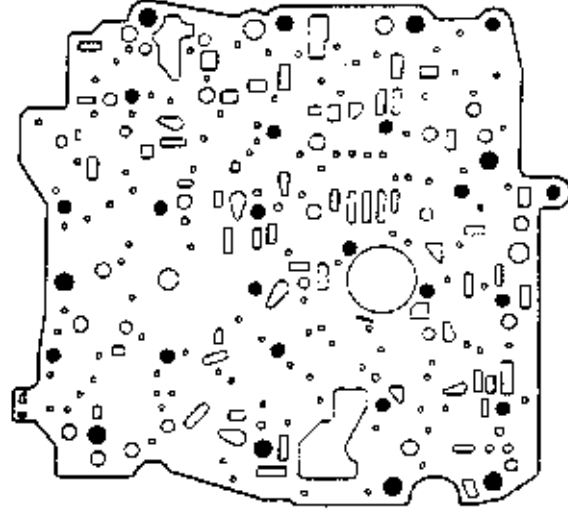


**1991/92 GASKET**  
(SPACER PLATE TO CHANNEL PLATE)  
INK STAMPED 8678761

## 93-94 SPACER PLATE GASKETS



**1993/94 GASKET**  
(VALVE BODY TO SPACER PLATE)  
INK STAMPED 8682281



**1993/94 GASKET**  
(SPACER PLATE TO CHANNEL PLATE)  
INK STAMPED 8682280

Figure 6



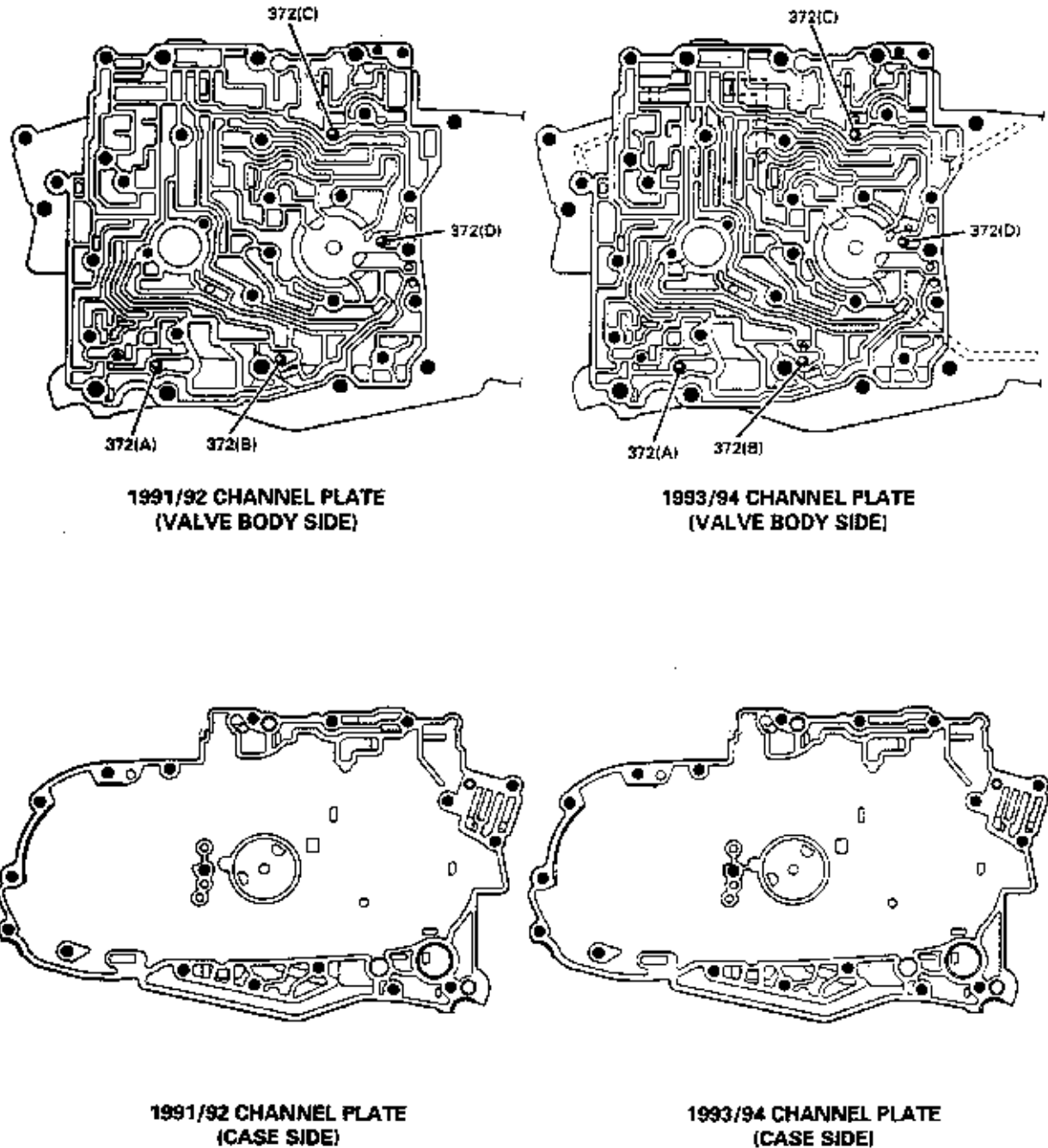


Figure 7



91-92 HYDRAULICS = 8667284

93-94 HYDRAULICS = 8682217

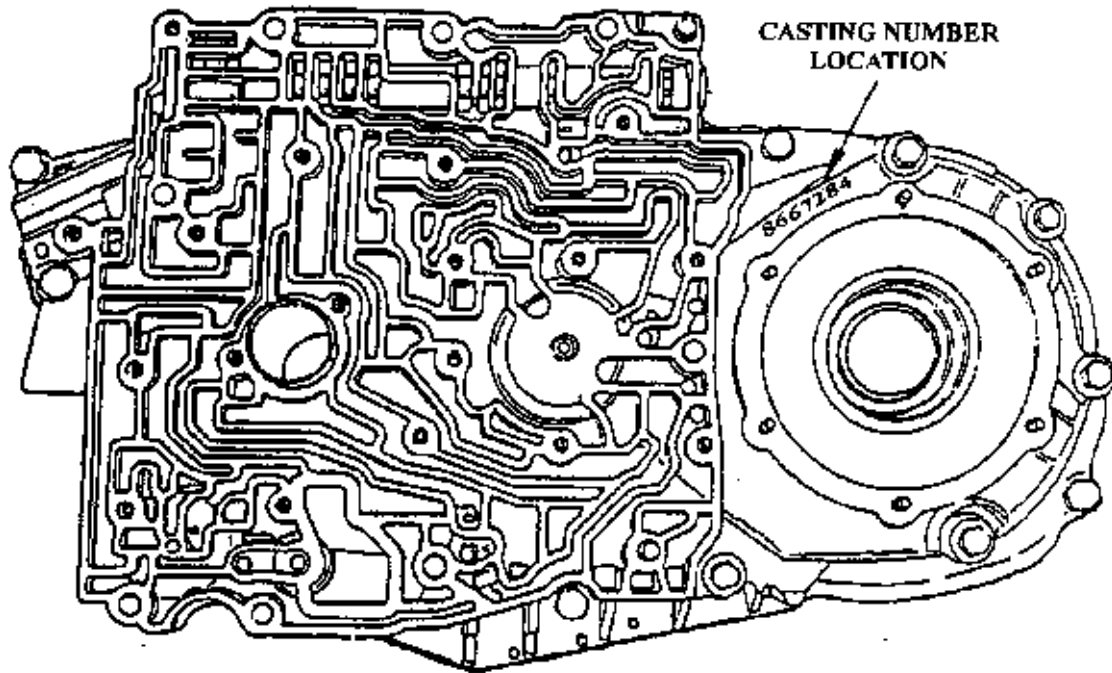
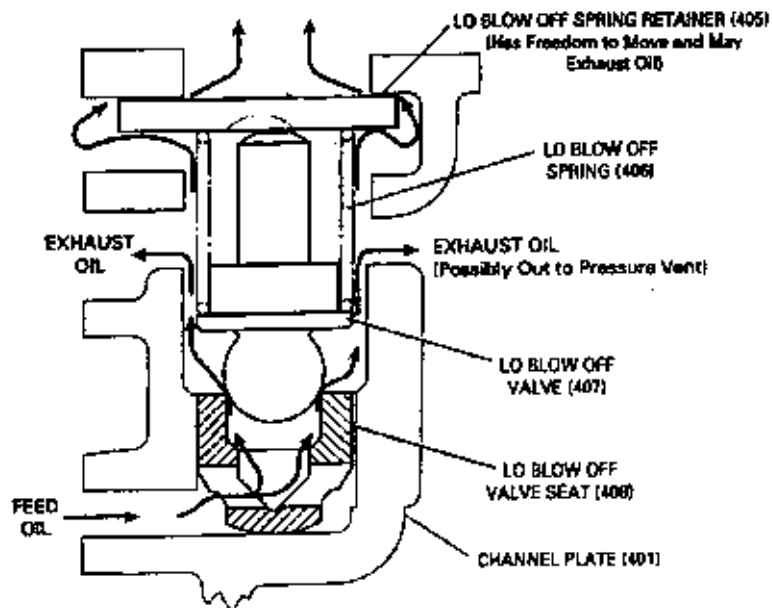
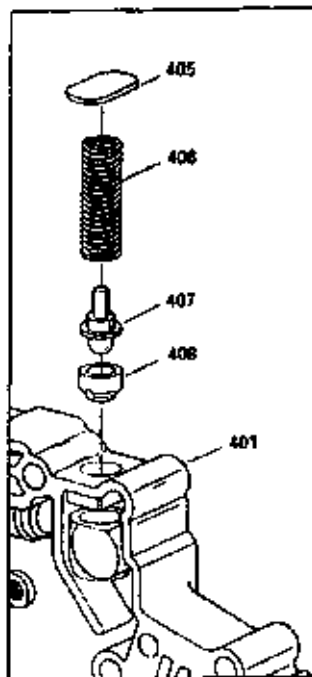
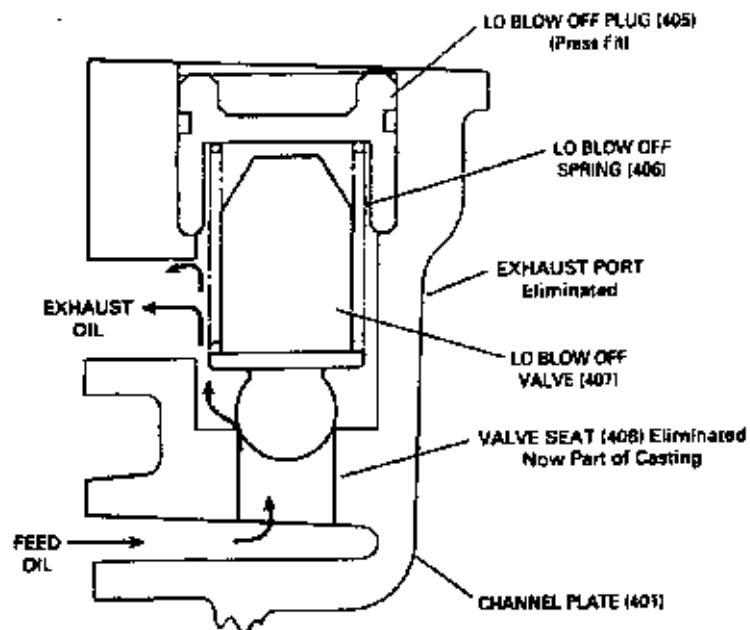
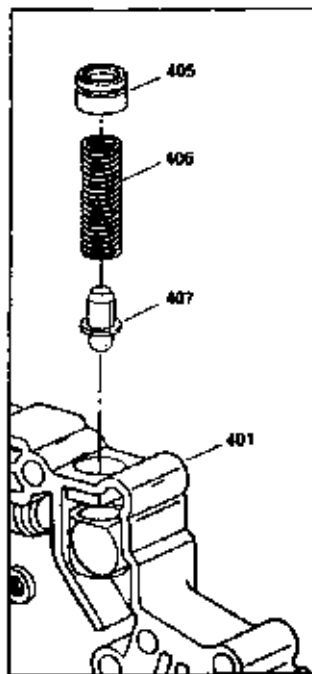


Figure 8



91-92 LO BLOW OFF VALVE AND SEAT



93-94 LO BLOW OFF VALVE AND SEAT

Figure 9