



Technical Service Information

THM 4L80-E

NEW CASE, SPACER PLATE AND GASKET

CHANGE: Beginning August 21, 1991 (Julian Date 233) all THM 4L80-E/4L80-EHD transmissions were-built using a new case assembly, new valve body spacer plate, and new spacer plate gaskets.

REASON: To correct high line pressure instability and improve durability.

PARTS AFFECTED:

(1) TRANSMISSION CASE - Oil dam was added to the worm track area in the torque signal oil circuit, as shown in Figure 1.

(2) SPACER PLATE - Slot removed and an orifice added to the torque signal oil circuit, to correct the line pressure instability.

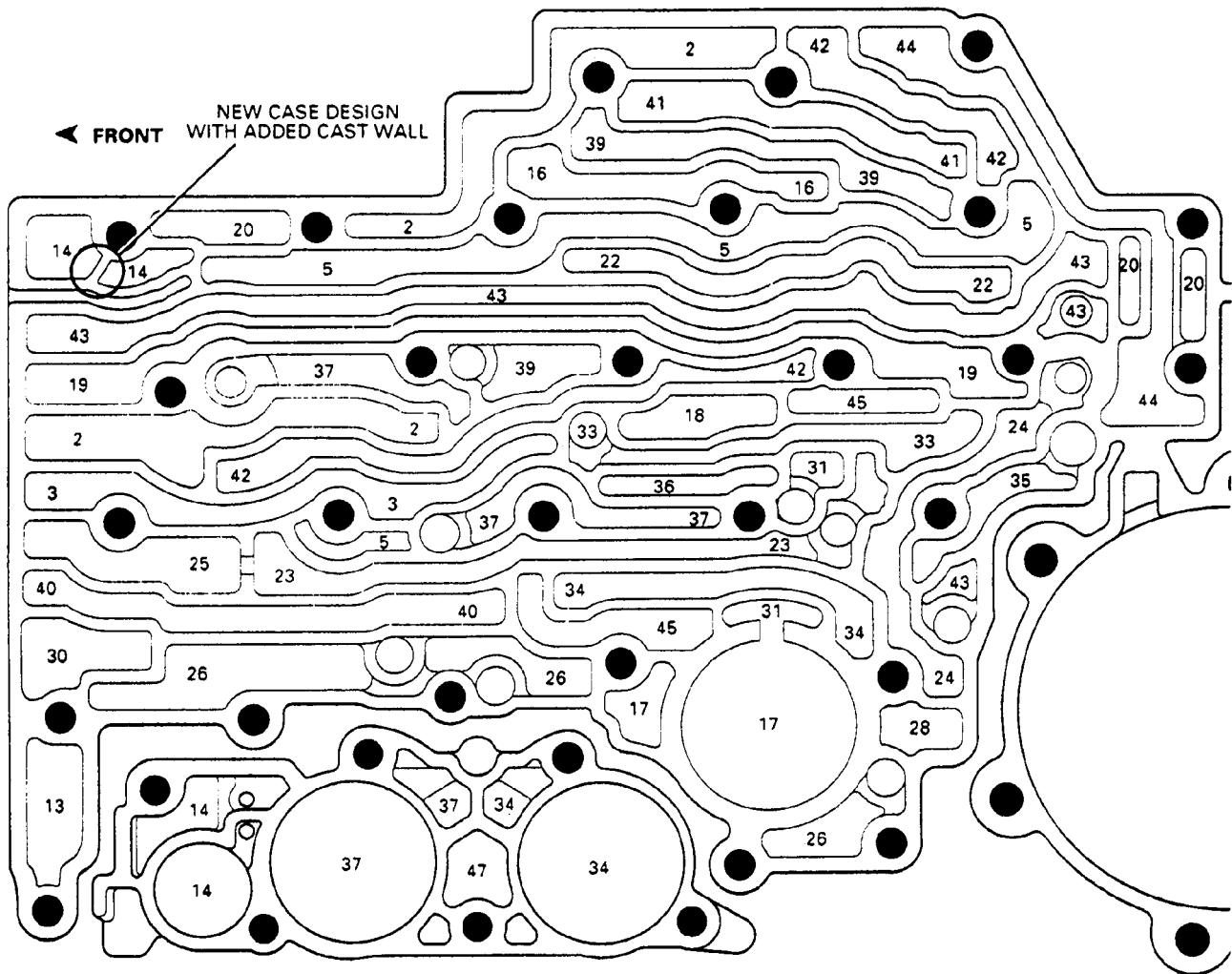
(3) SPACER PLATE GASKETS - Hole configuration changed to accommodate the added orifice in the spacer plate.

The new case assembly, new spacer plates and gaskets, MUST be used together to correct the line pressure instability concerns. The new spacer plates and gaskets can be used with the previous case (No Dam) and will function, but WILL NOT CORRECT line pressure instability. To correct line pressure instability concerns on units built prior to Julian Date 233, refer to ATSG Bulletin 92-34.

SERVICE INFORMATION:

Case Assembly (2WD)	1991 ABP, ADP, BAP, BBP, BMP, BNP, CAP, CBP, CRP, DCP, DDP, DNP, DPP, DRP, DSP,	
	1992 ABP, BAP, BMP, BNP, DCP, DRP, DNP, DPP, HTP, LLP, JDP,	8683974
Case Assembly (4WD)	1991 ACP, BJP, CKP, DLP,	
	1992 ACP, BJP, DLP, LFP,	8683975
Case Assembly(LUG CUT)	1992 AFP, AJP, MBP, MKP, MPP, TSP, TWP, MHP, LAP,	8683976
Spacer Plate	1991 BAP, BBP, BJP, BMP, BNP,	8680654
Spacer Plate	1991 ADP,	8680584
Spacer Plate	1992 ABP, ACP, AFP, AJP,	8680584
Spacer Plate	1991 CAP, ABP, CKP, CRP,	
	1992 BAP, BJP, BMP, BNP, JDP, LAP, LFP, LLP, MBP, MKP, MPP,	8680585
Spacer Plate	1991 DNP, DPP,	
	1992 DNP, DPP,	8680586
Spacer Plate	1991 DCP, DDP, DLP, DRP,	
	1992 DCP, DLP, DRP, TSP, TWP,	8680587
Spacer Plate	1991 DSP,	
	1992 HTP,	8680588
Gasket, V.B./S.P.	ALL 1991 and 1992 Models	8680583
Gasket, Case/S.P.	ALL 1991 and 1992 Models	8680593

Copyright © 2001 ATSG



- | | | |
|-------------------------------|-----------------------------|-----------------------|
| 1 SUCTION | 17 PRND 4-3 | 33 THIRD CLUTCH FEED |
| 2 LINE | 18 PRND 4 | 34 THIRD CLUTCH |
| 3 REGULATED APPLY | 19 DRIVE | 35 THIRD / REVERSE |
| 4 ORIFICED REGULATOR APPLY | 20 FILTERED ACTUATOR FEED | 36 FOURTH CLUTCH FEED |
| 5 ACTUATOR FEED | 21 SIGNAL "A" | 37 FOURTH CLUTCH |
| 6 ORIFICED ACTUATOR FEED | 22 SIGNAL "B" | 38 FOURTH ACCUMULATOR |
| 7 CONVERTER FEED | 23 2-2 DRIVE | 39 D 3-2-1 |
| 8 REGULATED CONVERTER FEED | 24 2ND CLUTCH | 40 OVERRUN CLUTCH |
| 9 TCC TOGGLE | 25 FILTERED 2-3 DRIVE | 41 D 2-1 |
| 10 CONVERTER RELEASE | 26 ACCUMULATOR | 42 LO |
| 11 CONVERTER APPLY | 27 ORIFICED ACCUMULATOR | 43 REVERSE |
| 12 COOLER | 28 SECOND ACCUMULATOR | 44 REAR BAND APPLY |
| 13 LUBE | 29 THIRD CLUTCH ACCUMULATOR | 45 EXHAUST |
| 14 TORQUE SIGNAL | 30 TCC SIGNAL | 46 ORIFICED EXHAUST |
| 15 ORIFICED TORQUE SIGNAL | 31 FRONT BAND APPLY | 47 VOID |
| 16 PRN (PARK REVERSE NEUTRAL) | 32 THIRD ACCUMULATOR | |

Copyright © 2001 ATSG

Figure 1