

THM 4T60-E FINAL DRIVE IDENTIFICATION

CHANGE: Beginning in model year 1995, General Motors introduced a "Fine Pitch" final drive assembly with the teeth cut in the opposite direction of the 1st design. With the teeth cut in the opposite direction they were easy to identify from the 1st design. However, for the 1996 model year the "Fine Pitch" final drive assembly has the teeth cut in the same direction as the 1st design, and this sometimes makes it difficult to identify in case parts replacement is necessary. We now have nine different final drive combinations, and not all will interchange.

To complicate this even further there are five different tooth counts on the output speed sensor rotor on the different final drive carriers that will not interchange. We have provided you with all identification information to prevent you from making these mistakes.

Special Note:

If the wrong ratio final drive assembly or the wrong tooth count speed sensor rotor is used, the vehicle will have no 4th gear and/or no converter clutch operation.

REASON: The "Fine Pitch" final drive assemblies were introduced to address noise concerns.

PARTS AFFECTED:

(1) FINAL DRIVE INTERNAL RING GEAR:

"Regular Pitch" This internal ring gear has 70 internal teeth for all three final drive ratios that are available, as illustrated in Figure 1.

"1995 Fine Pitch" This internal ring gear has 78 internal teeth for all three final drive ratios that are available, as illustrated in Figure 2. The internal teeth are also cut in the opposite direction of the regular pitch design.

"1996-Up Fine Pitch" This internal ring gear has 78 internal teeth for all three final drive ratios that are available, as illustrated in Figure 3. The internal teeth are cut in the same direction as the regular pitch design.

(2) FINAL DRIVE SUN GEAR:

"Regular Pitch" There are three different ratios available as shown in Figure 1. The 2.84 ratio sun gear has 38 teeth, the 3.06 ratio sun gear has 34 teeth, and the 3.33 ratio has 30 teeth. The pitch direction is also illustrated in Figure 1.

"1995 Fine Pitch" There are three different ratios available as shown in Figure 2. The 2.86 ratio sun gear has 42 teeth, the 3.05 ratio sun gear has 38 teeth, and the 3.29 ratio has 34 teeth. Notice that the pitch direction is also the opposite direction of the regular pitch, as illustrated in Figure 2.

"1996-Up Fine Pitch" There are three different ratios available as shown in Figure 3. The 2.86 ratio sun gear has 42 teeth, the 3.05 ratio sun gear has 38 teeth, and the 3.29 ratio has 34 teeth. Notice that the pitch direction is the same as the direction of the regular pitch, as illustrated in Figure 3. When the pitch direction is changed, it changes the thrust direction of the final drive carrier.

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(3) FINAL DRIVE CARRIER

"Regular Pitch" There are three different final drive carrier ratios available. They are 2.84, 3.06, and 3.33. The 2.84 ratio final drive carrier has 16 teeth on the pinion gears, the 3.06 ratio has 18 teeth on the pinion gears, and the 3.33 has 20 teeth on the pinion gears as illustrated in Figure 1. Notice that the pitch angle of the planetary pinions is to the left as illustrated in Figure 1.

"1995 Fine Pitch" There are three different final drive carrier ratios available. They are 2.86, 3.05, and 3.29. The 2.86 ratio final drive carrier has 18 teeth on the pinion gears, the 3.05 ratio has 20 teeth on the pinion gears, and the 3.29 has 22 teeth on the pinion gears as illustrated in Figure 2. Notice that the pitch angle of the planetary pinions is the opposite, to the right, of the regular pitch as illustrated in Figure 2.

"1996-Up Fine Pitch" There are three different final drive carrier ratios available. They are 2.86, 3.05, and 3.29. The 2.86 ratio final drive carrier has 18 teeth on the pinion gears, the 3.05 ratio has 20 teeth on the pinion gears, and the 3.29 has 22 teeth on the pinion gears as illustrated in Figure 3. Notice that the pitch angle of the planetary pinions is the same, to the left, as the regular pitch as illustrated in Figure 3.

Special Note:

We have also provided you with the formula to calculate the final drive ratios, and provided you with two examples of this formula in Figure 4.

INTERCHANGEABILITY:

The 2.86 ratio will replace the 2.84 ratio with no adverse effects, as long as the proper speed sensor rotor tooth count is maintained for the model you are working on.

The 3.05 ratio will replace the 3.06 ratio with no adverse effects, as long as the proper speed sensor rotor tooth count is maintained for the model you are working on.

The 3.29 ratio will replace the 3.33 ratio with no adverse effects, as long as the proper speed sensor rotor tooth count is maintained for the model you are working on.

None of the individual components from the "Regular Pitch", "1995 Fine Pitch", or the "1996-Up Fine Pitch" will interchange with one another. You should not have any trouble here because they will not assemble.

TRANSAXLE IDENTIFICATION BY MODEL NUMBER AND RATIO

This bulletin will also help you identify 4T60-E transmissions by model number so that you get the right sprocket ratio, final drive ratio, and speed sensor rotor tooth count back into the proper vehicle. The first column gives you the broadcast code off of the I.D. tag, the second column gives you the engine size and vehicle that it came out of, the third column gives you the final drive ratio/speed sensor rotor tooth count, the fourth column gives you the drive/driven sprocket tooth count, the fifth column gives you the stall speed of the torque converter, and the last column tells you which structual side cover is required in that particular model if it requires one.

For 1991 Model vehicles, refer to Figure 5. For 1992 Model vehicles, refer to Figure 6. For 1993 Model vehicles, refer to Figure 7. For 1994 Model vehicles, refer to Figure 8. For 1995 Model vehicles, refer to Figure 9. For 1996 Model vehicles, refer to Figure 10.

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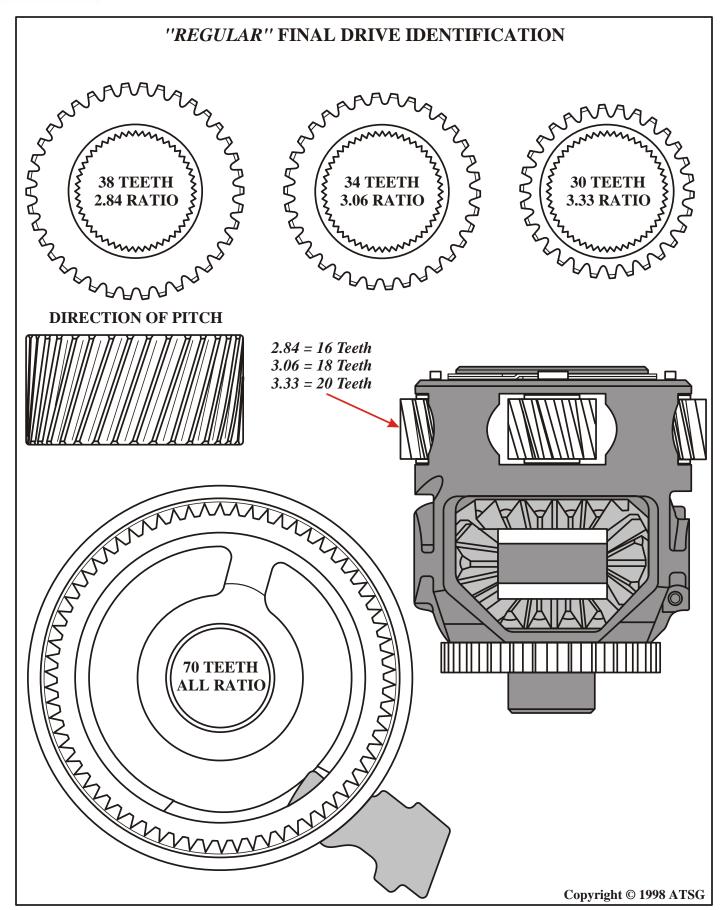


Figure 1
AUTOMATIC TRANSMISSION SERVICE GROUP



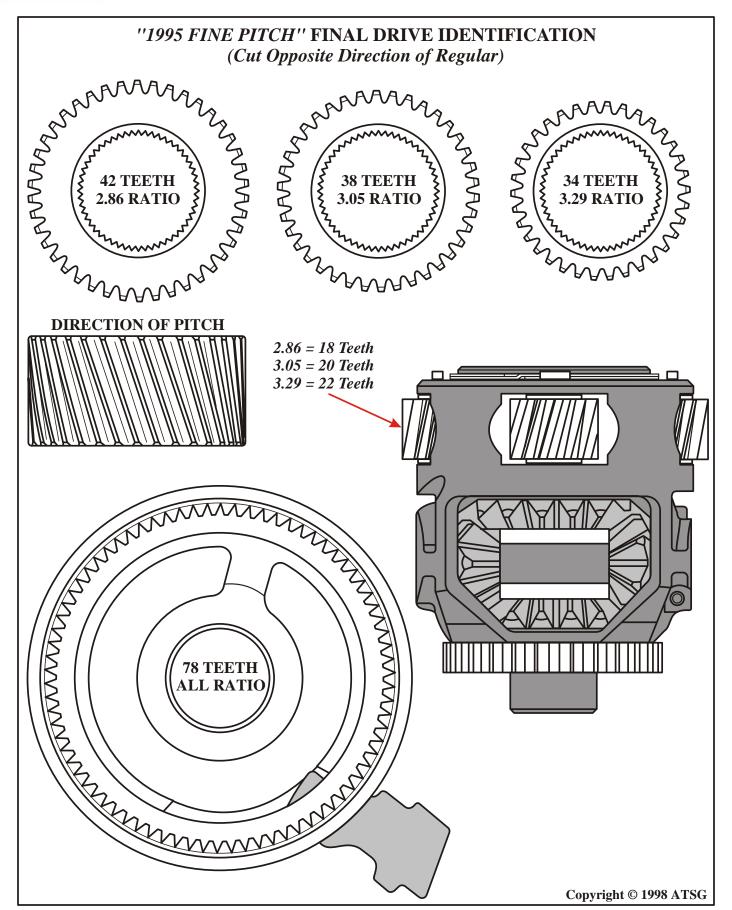


Figure 2
AUTOMATIC TRANSMISSION SERVICE GROUP



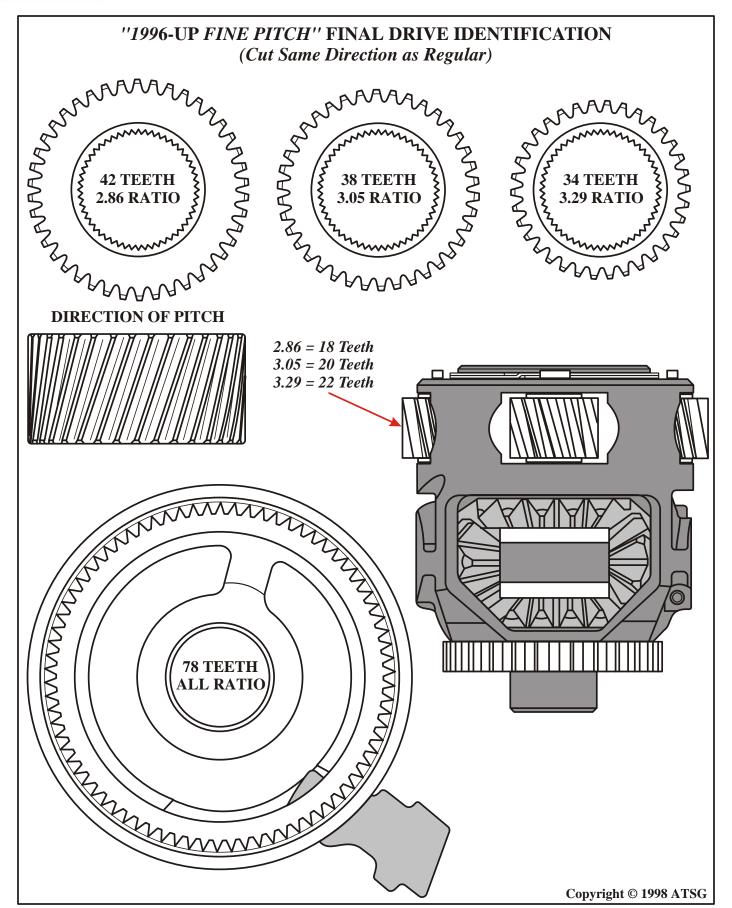
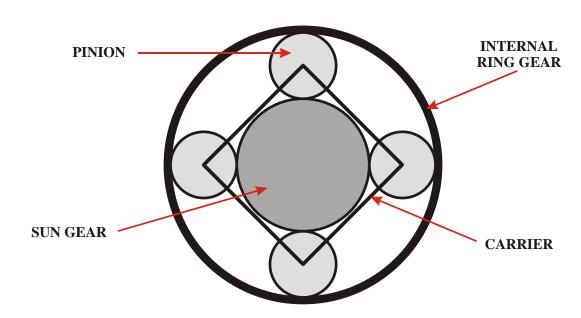


Figure 3
AUTOMATIC TRANSMISSION SERVICE GROUP



FORMULA FOR FINAL DRIVE RATIO IDENTIFICATION



- I = NUMBER OF TEETH ON INTERNAL RING GEAR
- S = NUMBER OF TEETH ON SUN GEAR
- P = NUMBER OF TEETH ON PINION GEAR

HELD	INPUT	OUTPUT	REVOLUTIONS SUN	REVOLUTIONS CARRIER	REVOLUTIONS INTERNAL	REVOLUTIONS PINION
INTERNAL	SUN	CARRIER	1	<u>I + S</u> S	0	$\left(\frac{S}{I+S}\right)\left(\frac{I}{P}\right)$

Regular Pitch Example:
$$\frac{I = 78 + S = 34}{S = 34} = \frac{112}{34} = 3.29$$

Fine Pitch Example:
$$\frac{I = 70 + S = 38}{S = 38} = \frac{108}{38} = 2.84$$

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		1991 THM 4	THM 4T60-E MODELS	80		
	TRANSAXLE MODEL CODE	DESCRIPTION	FINAL DRIVE RATIO/ROTOR	SPROCKETS DRIVE/DRIVEN	STALL SPEED	STRUCTURAL SIDE COVER
_	1AHW, 1AVW	4.9L CADILLAC (EXPORT)	3.06/30	37/33	1825	
	1AMW, 1A2W	4.9L CADILLAC E/K BODY	3.33/30	37/33	1825	
	1APW, 1A4W	4.9L CADILLAC C/K BODY (EXPORT)	3.33/30	37/33	1825	
	1AYW, 1A7W	4.9L CADILLAC E/K BODY (TOUR)	3.33/30	35/35	1825	
	MZV1	4.9L CADILLAC C BODY (LIMO)	3.06/32	37/33	1825	
	WMXI	3800 V6 C/H BODY	2.84/30	35/35	1420	
	WAY1	3800 V6 REATTA	3.33/30	35/35	1897	
	WZYI	3800 V6 C/H BODY	3.33/30	35/35	1897	
	1CWW	3.4L DOHC W BODY (NON PWM)	3.06/30	33/37	2002	
	1BTW	3800 V6 C BODY	3.33/31	37/33	1897	
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Figure 5

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		1992 THM 4T60-E	T60-E MODELS	S		
·	TRANSAXLE MODEL CODE	DESCRIPTION	FINAL DRIVE RATIO/ROTOR	SPROCKETS DRIVE/DRIVEN	STALL SPEED	STRUCTURAL SIDE COVER
	2AVW, 2A5W	4.9L CADILLAC C - BODY (EXPORT)	3.06/30	37/33	1825	
	2AMW, 2A2W	4.9L CADILLAC E/K - BODY	3.33/31	37/33	1825	
	2ABW, 2A1W	4.9L CADILLAC C - BODY	3.06/30	37/33	1825	
	2ANW, 2A3W	4.9L CADILLAC C - BODY	3.33/30	37/33	1825	
	2APW, 2A4W	4.9L CADILLAC E/K - BODY (EXPORT)	3.33/31	37/33	1825	
	2AWW, 2A6W	4.9L CADILLAC C - BODY (EXPORT)	3.33/30	37/33	1825	
	2AZW, 2A8W	4.9L CADILLAC C - BODY (LIMO)	3.06/32	37/33	1825	
	2AYW, 2A7W	4.9L CADILLAC E/K - BODY	3.33/31	35/35	1825	
	2BTW, 2B1W	3.8L C - BODY	3.33/31	37/33	1897	
	2BYW, 2B2W	3800 C/H - BODY SSE	3.06/31	35/35	1897	
173	2CLW, 2C1W	3800 C/H - BODY	2.84/30	35/35	1420	
gure	2CSW, 2C2W	3800 C/H - BODY	3.06/30	35/35	1897	
. 6	2CTW, 2C3W	3800 C/H - BODY SSE	3.06/31	35/35	1897	
	2CWW, 2C4W	3.4L W - BODY (NON PWM)	3.06/30	33/37	2095	
	2CXW, 2C5W	3800 C - BODY	3.33/31	37/33	1897	
	2CZW, 2C6W	3.8L H - BODY SSEI/SSE	3.33/31	37/33	1897	
	2PHW, 2P1W	3.8L H - BODY SSE	3.33/31	37/33	1897	
	2WAW, 2W1W	3800 C/H - BODY & GM200 (U - BODY)	3.06/31	35/35	1897	
	2YLW, 2Y1W	3800 C/H - BODY	2.84/31	35/35	1420	
(2YMW, 2Y2W	3800 C/H - BODY	2.84/30	35/35	1420	
Сору	2YZW, 2Y4W	3800 C/H - BODY	3.06/30	35/35	1897	
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Figure 6

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TRANSAXIE ADDRESCRIPTION ADDRESCRI			1993 THM 4	THM 4T60-E MODELS	S		
3ABW 49L CADILLAC C - BODY 306/30 37/33 1825 3AMW 49L CADILLAC E/K - BODY 333/31 33/33 1825 3ANW 49L CADILLAC E/K - BODY 333/31 33/33 1825 3AVW 49L CADILLAC E BODY (EXPORT) 333/31 33/33 1825 3AVW 49L CADILLAC C - BODY (EXPORT) 333/31 37/33 1825 3AVW 49L CADILLAC C - BODY (EXPORT) 333/31 37/33 1825 3AVW 49L CADILLAC C - BODY (LIMO) 333/31 37/33 1825 3BVW 3800 C - BODY 333/31 37/33 1897 3BVW 3800 C - BODY 333/31 35/35 1897 3CVW 3800 C - BODY 333/31 35/35 1897 3CVW 3800 C - BODY 35/35 1897 36/31 3CVW 3800 C - BODY 333/31 37/33 1897 3CVW 3800 C - BODY 35/35 1897 3CVW 3800 C - BODY 333/31 37/33 1897		TRANSAXLE MODEL CODE	DESCRIPTION	FINAL DRIVE RATIO/ROTOR	SPROCKETS DRIVE/DRIVEN	STALL SPEED	STRUCTURAL SIDE COVER
3AMW 4.9L CADILLAC E/K - BODY 333/31 37/33 1825 3ANW 4.9L CADILLAC E/K - BODY (EXPORT) 333/30 37/33 1825 3APW 4.9L CADILLAC E/K - BODY (EXPORT) 333/30 37/33 1825 3AVW 4.9L CADILLAC C - BODY 333/30 37/33 1825 3AWW 4.9L CADILLAC C - BODY (EXPORT) 333/30 37/33 1825 3AWW 4.9L CADILLAC C - BODY (EXPORT) 333/31 37/33 1897 3BTW 3800 C - BODY 333/31 37/33 1897 3CXW 3800 C - BODY 333/31 35/35 1897 3CXW 3800 C - BODY 333/31 35/35 1897 3CXW 3800 C - BODY 33/33 35/35 1897 3CXW 3800 C - BODY 36/31 35/35 1897 3CXW 3800 C - BODY 33/31 37/33 1897 3CXW 3800 C - BODY 36/31 37/33 1897 3CXW 3800 C - BODY 36/31 37/33 <td< td=""><td></td><td>3ABW</td><td>CADILLAC C-B</td><td>306/30</td><td>37/33</td><td>1825</td><td></td></td<>		3ABW	CADILLAC C-B	306/30	37/33	1825	
3ANW 4.9L CADILLAC C · BODY (EXPORT) 333/30 37/33 1825 3APW 4.9L CADILLAC E.K. · BODY (EXPORT) 333/30 37/33 1825 3AVW 4.9L CADILLAC C · BODY (EXPORT) 336/30 37/33 1825 3AWW 4.9L CADILLAC C · BODY (EXPORT) 336/30 37/33 1825 3AZW 4.9L CADILLAC C · BODY (LIMO) 306/32 37/33 1825 3BYW 3800 C · BODY 333/31 37/33 1825 3BYW 3800 C · BODY 333/31 37/33 1897 3CW 3800 C · BODY 333/31 35/35 1897 3CW 3800 C · BODY 333/31 37/33 1897 3CW 3800 C · BODY 333/31 37/33 1897 3CW 3800 H · BODY SEL/SEE 333/31 37/33 1897 3CW 3800 C · BODY 36/30 35/35 1897 3CW 3800 C · BODY 36/30 35/35 1897 3CW 3800 C · BODY 36/30 35/35 1		3AMW	CADILLAC E/K -	333/31	37/33	1825	
3APW 49L CADILLAC E/K - BODY (EXPORT) 333331 3/33 1825 3AWW 49L CADILLAC C - BODY 306/30 3/33 1825 3AWW 49L CADILLAC C - BODY 333330 3/33 1825 3AZW 49L CADILLAC C - BODY (LIMO) 306/31 3/33 1825 3BTW 3800 C - BODY 333331 3/33 1897 3BTW 3800 C - BODY 333331 3/33 1897 3CW 3800 C - BODY 333331 35/35 1897 3CW 3800 C - BODY 333331 35/35 1897 3CW 3800 C - BODY 306/31 35/35 1897 3CW 3800 C - BODY 306/31 37/33 1897 3CW 3800 C - BODY 306/31 35/35 1420 3CW		3ANW	CADILLAC C-B	333/30	37/33	1825	
3AVW 4.9L CADILLAC C - BODY 306/30 37/33 1825 3AWW 4.9L CADILLAC C - BODY (EXPORT) 333/30 37/33 1825 3AZW 4.9L CADILLAC C - BODY (LIMO) 306/32 37/33 1825 3BTW 3800 C - BODY 333/31 37/33 1897 3BVW 3800 C H - BODY 284/30 35/35 1420 3CW 3800 C H - BODY 284/30 35/35 1897 3CW 3800 C H - BODY 384/30 35/35 1897 3CW 3800 C H - BODY 386/31 37/33 1897 3CW 3800 H - BODY 380/31 37/33 1897 3CW 3800 C H - BODY 384/30 35/35 1420 3CW 3800 C H - BODY 384/30 35/35 1420 3VAW 3800 C H - BODY 384/30 35/35 1420 3VAW 3800 C H - BODY 384/30 35/35 1420 3VAW 3800 C H - BODY 384/30 35/35 1420		3APW	CADILLAC E/K -	333/31	37/33	1825	
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3BTW 3800 C - BODY 333/31 37/33 1897 3CLW 3800 H - BODY 284/30 35/35 1420 3CLW 3800 C H - BODY 284/30 35/35 1420 3CSW 3800 C H - BODY 333/30 35/35 1897 3CW 3800 C B ODY 306/31 37/33 1897 3CXW 3800 C B ODY 333/31 37/33 1897 3CXW 3800 C B ODY 333/31 37/33 1897 3CXW 3800 C B ODY 36/31 37/33 1897 3WAW 3800 C B ODY 36/31 35/35 1420 3XMW 3800 C B ODY 36/30 35/35 1420 3XMW 3800 C B ODY 36/30 35/35 1420 3XMW 3800 C B ODY 36/30 35/35 1420 3XMW 3800 B O B ODY 36/30 35/35 1420 3XMW 3800 B O B ODY 36/30 35/35 1420 3XIW 3800 B O B ODY 36/30		3AZW	CADILLAC C-B	306/32	37/33	1825	
3BYW 3800 H - BODY 1897 1897 3CLW 3800 C/H - BODY (EXPORT) 284/30 35/35 1420 3CSW 3800 C/H - BODY (EXPORT) 336/31 35/35 1897 3CYW 3800 H - BODY SEL/SSE 333/31 37/33 1897 3CXW 3800 H - BODY SEL/SSE 333/31 37/33 1897 3CXW 3800 H - BODY SEL/SSE 333/31 37/33 1897 3WAW 3800 H - BODY SEL/SSE 333/31 37/33 1897 3WAW 3800 C/H - BODY & GMZO0 (U - BODY) 284/30 35/35 1420 3YAW 3800 C/H - BODY (NON PWM) 306/30 35/35 1420 3CWW 3.1L W - BODY (NON PWM) 306/30 35/35 1420 3CMW 3.1L W - BODY 306/30 35/35 1420 3AWW 3800 H - BODY 306/30 35/35 1420 3AWAW 3800 H - BODY 306/30 35/35 1420 3AWAW 3800 H - BODY 306/30 35/35 1420 </td <td></td> <td>3BTW</td> <td>3800 C - BODY</td> <td>333/31</td> <td>37/33</td> <td>1897</td> <td></td>		3BTW	3800 C - BODY	333/31	37/33	1897	
3CLW 3800 C/H - BODY 284/30 35/35 1420 3CSW 3800 C/H - BODY SEE 306/31 35/35 1897 3CXW 3800 H - BODY SEI/SSE 333/31 37/33 1897 3CXW 3800 H - BODY SEI/SSE 333/31 37/33 1897 3CXW 3800 H - BODY SEI/SSE 333/31 37/33 1897 3CXW 3800 H - BODY & GMZ00 (U - BODY) 36/31 37/33 1897 3WAW 3800 C/H - BODY CH - BODY 284/30 35/35 1420 3YZW 3800 C/H - BODY (NON PWM) 36/30 35/35 1420 3CWW 3.1L W - BODY (NON PWM) 36/30 35/35 1420 3CWW 3.1L W - BODY (NON PWM) 36/30 35/35 1420 3TWW 3800 H - BODY 38/35 1420 36/30 3SWA 3800 E - BODY 333/30 35/35 1420 3BHW 3.1L W - BODY 333/30 35/35 1997 3SWA 3800 E - BODY 333/30 35/35<		3BYW	3800 H - BODY	306/31	35/35	1897	
3CSW 3800 C/H - BODY (EXPORT) 333/30 35/35 1897 3CTW 3800 H - BODY SSE 306/31 35/35 1897 3CXW 3800 C - BODY 333/31 37/33 1897 3CXW 3800 H - BODY SEL/SSE 333/31 37/33 1897 3WAW 3800 C/H - BODY & GM200 (U - BODY) 306/30 35/35 1420 3YXW 3800 C/H - BODY (KNONPWM) 306/30 35/35 1897 3CWW 3.L W - BODY (NONPWM) 306/30 35/35 1897 3CWW 3.L W - BODY (NONPWM) 333/30 35/35 1420 3YRW 3800 H - BODY 333/30 35/35 1897 3YRW 3800 H - BODY 333/30 35/35 1420 3YRW 3800 H - BODY 333/30 35/35 1420 3BHW 3.1L W - BODY 333/30 35/35 1995 3BHW 3.1L W - BODY 333/30 35/35 2095		3CLW	3800 C/H - BODY	284/30	35/35	1420	
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3CXW 3800 C - BODY 306/31 37/33 1897 3CZW 3800 H - BODY SSEI/SSE 333/31 37/33 1897 3PHW 3800 H - BODY SEI/SSE 333/31 37/33 1897 3WAW 3800 C/H - BODY & GM200 (U - BODY) 284/30 35/35 1420 3YXW 3800 C/H - BODY (NON PWM) 306/30 35/35 1420 3CWW 3.1L W - BODY (NON PWM) 333/30 35/35 1420 3CWW 3.1L W - BODY 333/30 35/35 1420 3TRW 3800 H - BODY 333/30 35/35 1420 3AYRW 3800 B - BODY 333/30 35/35 1897 3ABHW 3.1L W - BODY 333/30 35/35 1897 3ABHW 3.1L W - BODY 333/30 35/35 1905		3CTW		306/31	35/35	1897	
3CZW 3800 H - BODY SSEI/SSE 333/31 37/33 1897 3PHW 3800 H - BODY & GM200 (U - BODY) 306/31 37/33 1897 3WAW 3800 C/H - BODY & GM200 (U - BODY) 284/30 35/35 1420 3YZW 3800 C/H - BODY (EXPORT) 306/30 35/35 1897 3CWW 3.1L W - BODY (NON PWM) 3306/30 35/35 1420 3YLW 3800 H - BODY 284/31 35/35 1420 3YRW 3800 E - BODY 333/30 35/35 1897 3BHW 3.1L W - BODY 333/30 35/35 1897 3BHW 3.1L W - BODY 333/30 35/35 1897	_	3CXW	3800 C - BODY	306/31	37/33	1897	
3HW 3800 H - BODY & GM200 (U - BODY) 333/31 37/33 1897 3WAW 3800 C/H - BODY & GM200 (U - BODY) 284/30 35/35 1420 3YZW 3800 C/H - BODY (EXPORT) 306/30 35/35 1420 3CWW 3.4L W - BODY (NON PWM) 306/30 33/37 2095 3CWW 3.1L W - BODY (NON PWM) 333/30 35/35 1420 3YLW 3800 H - BODY 284/31 35/35 1420 3YRW 3800 E - BODY 333/30 35/35 1897 3BHW 3.1L W - BODY 333/30 35/35 2095		3CZW	SSEI/S	333/31	37/33	1897	
3WAW 3800 C/H - BODY & GM200 (U - BODY) 306/31 35/35 1420 3YMW 3800 C/H - BODY (EXPORT) 306/30 35/35 1420 3CWW 3.4L W - BODY (NON PWM) 306/30 33/37 2095 3CMW 3.1L W - BODY (NON PWM) 333/30 35/35 1420 3YLW 3800 H - BODY 284/31 35/35 1420 3YRW 3800 E - BODY 333/30 35/35 1897 3BHW 3.1L W - BODY 333/30 35/35 2095		3РНW		333/31	37/33	1897	
3YMW 3800 C/H - BODY (EXPORT) 284/30 35/35 1420 3YZW 3800 C/H - BODY (NON PWM) 306/30 35/35 1897 3CWW 3.4L W - BODY (NON PWM) 333/30 35/35 2060 3YLW 3800 H - BODY 284/31 35/35 1420 3YRW 3800 E - BODY 36/30 35/35 1897 3BHW 3.1L W - BODY 333/30 35/35 2095		3WAW		306/31	35/35	1897	
3YZW 3800 C/H - BODY (EXPORT) 306/30 35/35 1897 3CWW 3.4L W - BODY (NON PWM) 333/30 35/35 2060 3CMW 3.1L W - BODY (NON PWM) 284/31 35/35 1420 3YLW 3800 H - BODY 36/30 35/35 1897 3YRW 3.1L W - BODY 333/30 35/35 1897 3BHW 3.1L W - BODY 333/30 35/35 2095		3YMW	3800 C/H - BODY	284/30	35/35	1420	
3CWW 3.4L W - BODY (NON PWM) 366/30 33/37 2095 3CMW 3.1L W - BODY 333/30 35/35 1420 3YLW 3800 H - BODY 284/31 35/35 1420 3YRW 3800 E - BODY 36/30 35/35 1897 3BHW 3.1L W - BODY 333/30 35/35 2095		3YZW	3800 C/H - BODY (EXPORT)	306/30	35/35	1897	
3CMW 3.1L W - BODY (NON PWM) 333/30 35/35 2060 3YLW 3800 H - BODY 284/31 35/35 1420 3YRW 3800 E - BODY 36/30 35/35 1897 3BHW 3.1L W - BODY 333/30 35/35 2095		3CWW	W - BODY (NON	306/30	33/37	2095	
3YLW 3800 H - BODY 284/31 35/35 1420 3YRW 3800 E - BODY 306/30 35/35 1897 3BHW 3.1L W - BODY 333/30 35/35 2095		3CMW	(NON	333/30	35/35	2060	
3YRW 3800 E - BODY 306/30 35/35 1897 3BHW 3.1L W - BODY 333/30 35/35 2095	Сору	3YLW	3800 H - BODY	284/31	35/35	1420	
3BHW 3.1L W-BODY 333/30 35/35 2095 2095 2095 2095 2095 2095 2095 209	righ	3YRW	3800 E - BODY	306/30	35/35	1897	
1998 ATSG	t ©	3BHW	M	333/30	35/35	2095	YES/4 BOLT
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Figure 7

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		1994 THM	THM 4T60-E MODELS	S		
-	TRANSAXLE MODEL CODE	DESCRIPTION	FINAL DRIVE RATIO/ROTOR	SPROCKETS DRIVE/DRIVEN	STALL SPEED	STRUCTURAL SIDE COVER
	4ATW	4.9L CADILLAC K - BODY	306/31	37/33	1825	
	4CLW	2.3L QUAD-4 N - BODY	306/29	33/37	2095	YES/6 BOLT
	4PHW	2.3L QUAD-4 N - BODY	333/29	33/37	2363	YES/6 BOLT
	4AFW	3.1L W - BODY	333/30	35/35	2002	YES/4 BOLT
	4AJW	3.1L A - BODY (EXPORT)	333/29	37/33	1630	
	4CMW	3.1L W - BODY (NON PWM)	333/30	35/35	2060	
	4PAW	3.1L A - BODY	333/29	37/33	1630	
	4WSW	3.1L L/N - BODY	333/29	37/33	1630	YES/6 BOLT
	4PBW	3.4L W - BODY	306/30	33/37	2060	YES/4 BOLT
	4BLW	3800 W - BODY	306/31	35/35	1897	YES/4 BOLT
Fi	4KUW	3800 U - BODY	306/31	35/35	1897	
gure	4KHW	3800 SUPERCHARGED H - BODY	333/31	37/33	1897	
. Q	4PFW	3800 H - BODY	306/31	35/35	1897	
	4WAW	3800 C/H - BODY	306/31	35/35	1897	
	4YCW	3800 SUPERCHARGED C/H - BODY	333/31	37/33	1897	
	4YMW	3800 H - BODY	284/30	35/35	1420	
	4YZW	3800 H - BODY	306/30	35/35	1897	
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Figure 8

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	MHT 5991	THM 4T60-E MODELS			
TRANSAXLE MODEL CODE	DESCRIPTION	FINAL DRIVE RATIO/ROTOR	SPROCKETS DRIVE/DRIVEN	STALL SPEED	STRUCTURAL SIDE COVER
SATW	4.9L CADILLAC K - BODY	306/31	37/33	1825	
5PCW	2.3L QUAD 4 N - BODY	* 329/29	33/37	2363	YES/6 BOLT
5AFW	3.1L W - BODY	333/30	35/35	2095	YES/4 BOLT
5AJW	3.1L A - BODY (EXPORT)	333/29	37/33	1630	
SPAW	3.1L A - BODY	333/29	37/33	1630	
SWFW	3.1L L/N - BODY	* 329/29	37/33	1630	YES/6 BOLT
SPBW	3.4L W - BODY	306/30	33/37	2060	YES/4 BOLT
SBLW	3800 W - BODY	306/31	35/35	1897	YES/4 BOLT
5CAW	3800 G - BODY	* 305/31	35/35	1897	YES/6 BOLT
5BFW	3800 SUPERCHARGED G - BODY	* 329/31	37/33	1897	YES/6 BOLT
SKUW	3800 U - BODY	306/31	35/35	1897	
SPMW	3800 U - BODY (EXPORT)	306/30	35/35	1897	
5ACW	3800 C/H - BODY	306/30	35/35	1897	
5ASW	3800 C/H - BODY	284/30	35/35	1420	
SYZW	3800 H - BODY	306/30	35/35	1897	
5BXW	3800 H - BODY	306/31	35/35	1897	
5BKW	3800 H - BODY	306/31	35/35	1897	
SYMW	3800 H - BODY	284/30	35/35	1420	
SYDW	3800 SUPERCHARGED C/H - BODY	333/31	37/33	1897	
5YNW	3800 SUPERCHARGED H - BODY	333/31	37/33	1897	
	* 3.05 AND 3,29 RATIOS ARE "FINE PITCH" FINAL DRIVES. SUN GEARS, INTERNAL RING GEARS AND PINION GEARS ARE NOT INTERCHANGEABLE WITH OTHER FINAL DRIVES.	"' FINAL DRIVES. SI ANGEABLE WITH O	JN GEARS, INTERN THER FINAL DRIVI	AL RING : ES.	GEARS

Figure 9

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	1996 THM 4	THM 4T60-E MODELS	S		
TRANSAXLE MODEL CODE	DESCRIPTION	FINAL DRIVE RATIO/ROTOR	SPROCKETS DRIVE/DRIVEN	STALL SPEED	STRUCTURAL SIDE COVER
6CUW	2.4L N - BODY	* 305/30	33/37	2363	YES/6 BOLT
6AFW	3.1L W - BODY	333/30	35/35	2095	YES/4 BOLT
6AJW	3.1L A - BODY (EXPORT)	333/30	37/33	1630	
6PAW	3.1L A - BODY	333/30	37/33	1630	
6WFW	3.1L L - BODY	* 329/30	37/33	1630	YES/6 BOLT
6BSW	3.1L N - BODY	* 329/30	37/33	1630	YES/6 BOLT
6PBW	3.4L W - BODY	306/30	33/37	2060	YES/4 BOLT
6PKW	3.4L U - VAN	* 329/30	35/35	1897	
6CAW	3800 G - BODY	* 305/30	35/35	1897	YES/6 BOLT
6HBW	3800 W - BODY	306/30	35/35	1897	YES/4 BOLT
6ACW	3800 C/H - BODY	306/30	32/32	1897	
6ASW	3800 C/H - BODY	284/30	35/35	1420	
6BXW	3800 H - BODY	306/30	35/35	1897	
6YLW	3800 SUPERCHARGED C/H - BODY (H.D.)	* 329/30	37/33	1897	
6YRW	3800 SUPERCHARGED H - BODY (H.D.)	* 329/30	37/33	1897	
6CTW	3800 SUPERCHARGED G - BODY (H.D.)	* 329/30	37/33	1897	YES/6 BOLT
	* 3.05 AND 3,29 RATIOS ARE "FINE PITCH" FINAL DRIVES. SUN GEARS, INTERNAL RING GEARS AND PINION GEARS ARE NOT INTERCHANGEABLE WITH OTHER FINAL DRIVES.	" FINAL DRIVES. SI ANGEABLE WITH O	UN GEARS, INTERN THER FINAL DRIVI	AL RING	GEARS

Figure 10

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