



Technical Service Information

THM 4T60-E NEW DESIGN HEAVY DUTY FINAL DRIVE ASSEMBLY, FOR SUPERCHARGED MODELS

CHANGE: Beginning at the start of production for 1996 models, some models of the 4T60-E transaxles were built with a “Heavy Duty” final drive assembly. The models affected will go behind the new 3800 Supercharged (L67) applications.

REASON: Torque load requirements because of 3800 supercharged engine.

PARTS AFFECTED:

(1) FINAL DRIVE ASSEMBLY - The final drive housing has added material in the cross shaft area, is longer than the previous model, has larger side gears and pinion gears, has a larger diameter cross shaft, and a hardened sleeve added that rides in a new torrrington bearing in the final drive housing. Refer to Figure 1 for comparisons between the previous and new design.

(2) FINAL DRIVE HOUSING - Now a different dimension to accommodate the new design final drive assembly and has an added needle bearing that replaces the previous design bushing, and is shown in Figure 2.

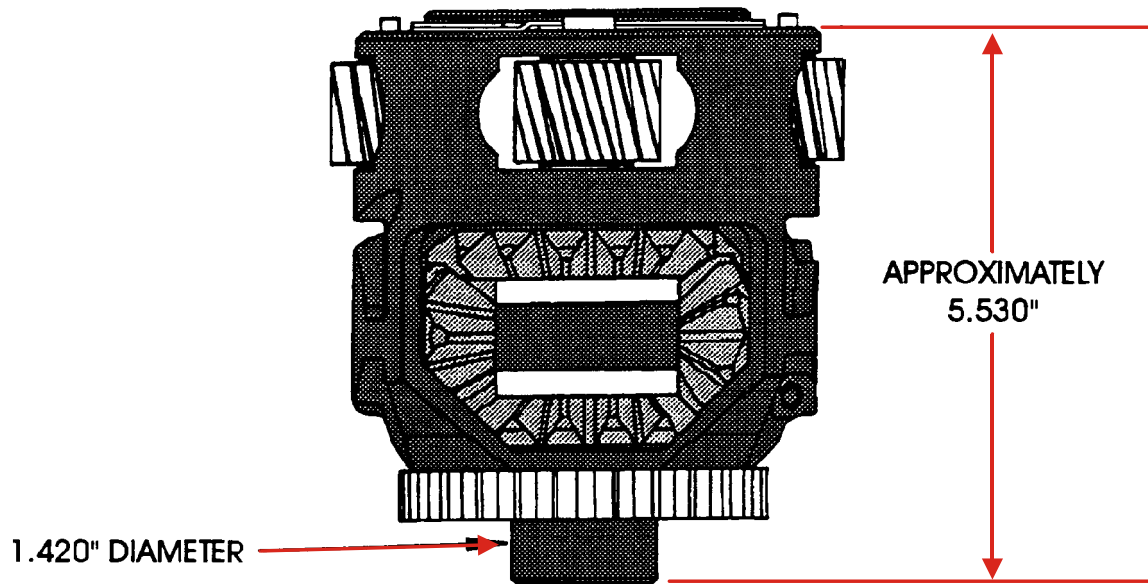
(3) OUTPUT SHAFT - Approximately 1/4” longer to accommodate the thicker and larger side gears. There is also a new bearing added to support the 4th clutch hub (See Figure 3).

(4) 4TH CLUTCH HUB AND SHAFT - The previous needle bearing inside the 4th clutch hub has been eliminated, and a hardened sleeve added to the inside diameter to accommodate the new design bearing on the output shaft (See Figure 3).

INTERCHANGEABILITY:

None of the parts listed above will back service any previous model 4T60-E transaxle. All of these parts are unique to the supercharged models.

CURRENT FINAL DRIVE HOUSING



HEAVY DUTY FINAL DRIVE HOUSING FOR SUPERCHARGED APPLICATIONS

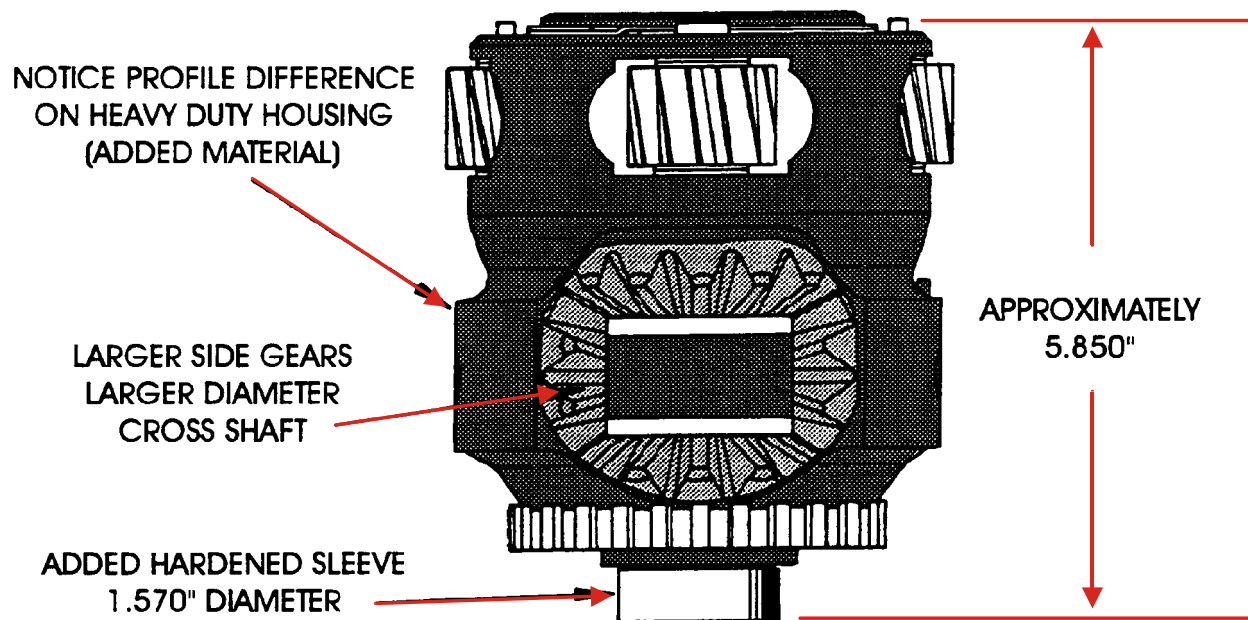


Figure 1

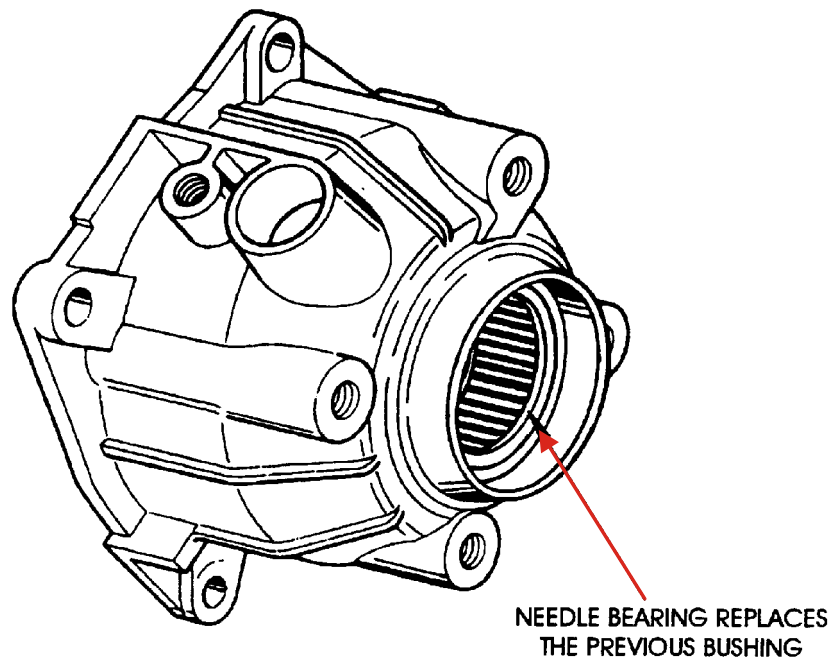


Figure 2

NEW DESIGN 4TH CLUTCH HUB AND OUTPUT SHAFT

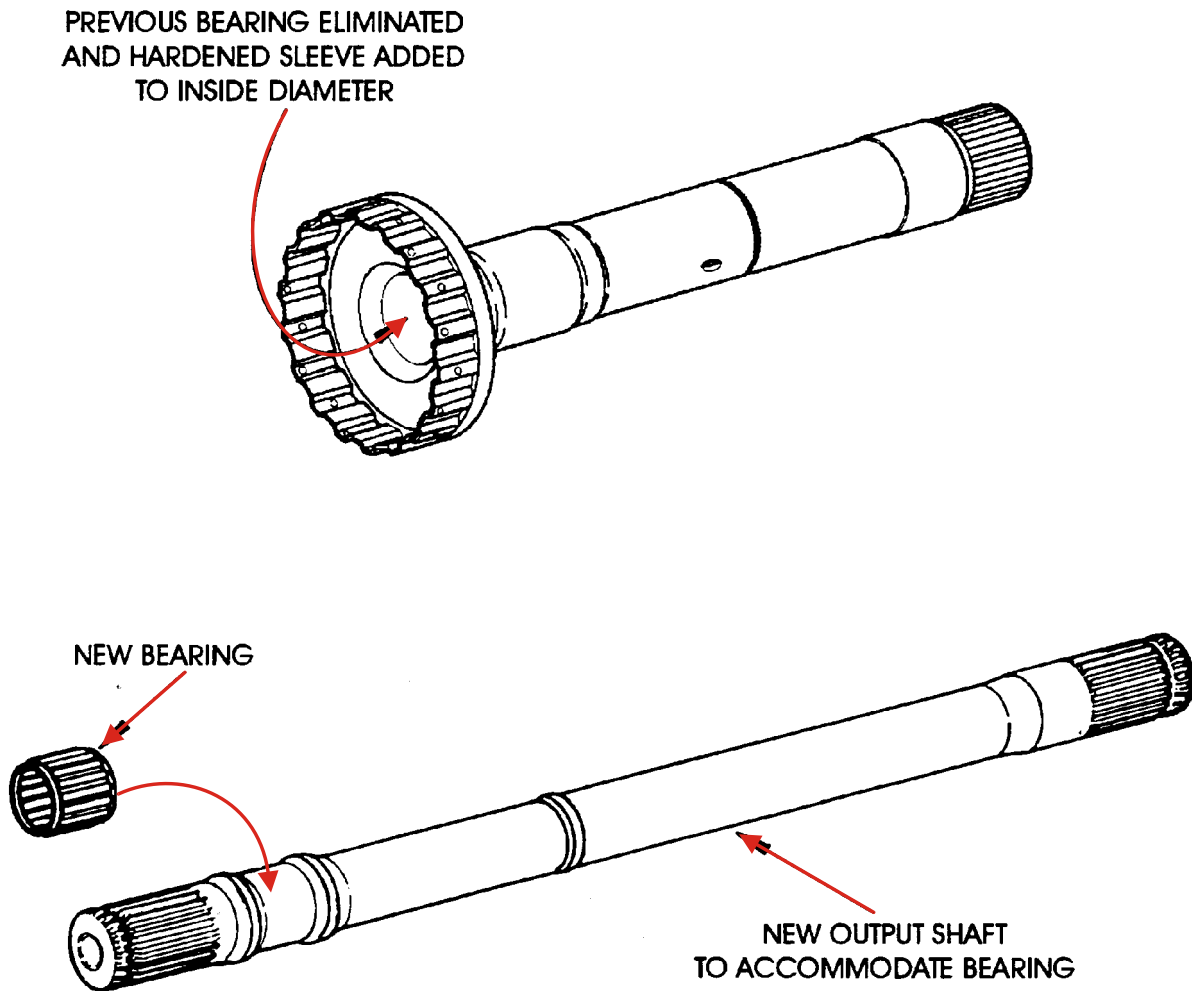


Figure 3