THM 4T60-E

NEW DESIGN PUMP AND ROTOR FOR 1994 MODELS

CHANGE: Beginning at the start of production for 1994 models, all THM 4T60-E transaxles were produced with a new design "Tapered" pump rotor and new design pump casting with location changes for the suction passage. Refer to Figures 1 and 2.

REASON: New tapered rotor increases pump capacity and reduces cavitation for improved durability, and the random vane spacing reduces a noise concern.

PARTS AFFECTED:

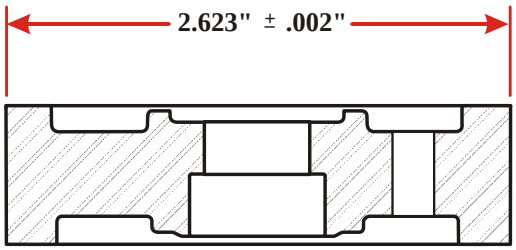
(1) PUMP ROTOR - New design is now "Tapered" instead of the previous straight rotor, as shown in Figure 1. The "L" Body and "N" Body vehicles were built using the random spacing of the rotor vanes (34°, 40° and 46°) similar to the 4L60-E design. All other models will use a "Tapered" rotor with equal spacing of the rotor vanes (40°) as shown in Figure 1. All slides, rotors and vanes are still selective sizes.

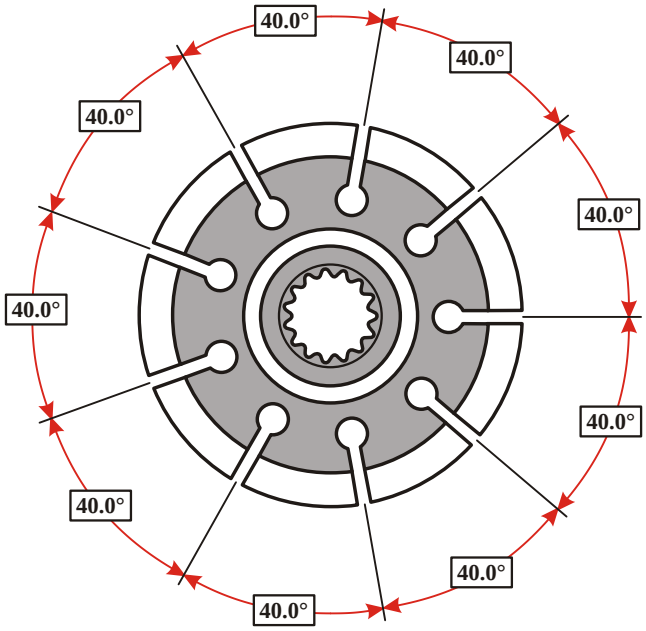
(2) PUMP BODY - The new design pump body for the tapered rotor has the suction slot in the pump pocket re-sized and moved closer to the center hole for the oil pump drive shaft as shown in Figure 2.

INTERCHANGEABILITY:

The new design pump body ***must*** be used with the tapered rotor because of the new location of the suction slot in the pump pocket. If the previous design (Straight) pump rotor is used in the new design casting, the rotor will cover a portion of the suction slot (See Figure 2).
The new design tapered rotor will retro-fit back in all models of the 4T60-E transaxle.
The new design pump assembly as a package, will also back service all models of the 4T60-E.

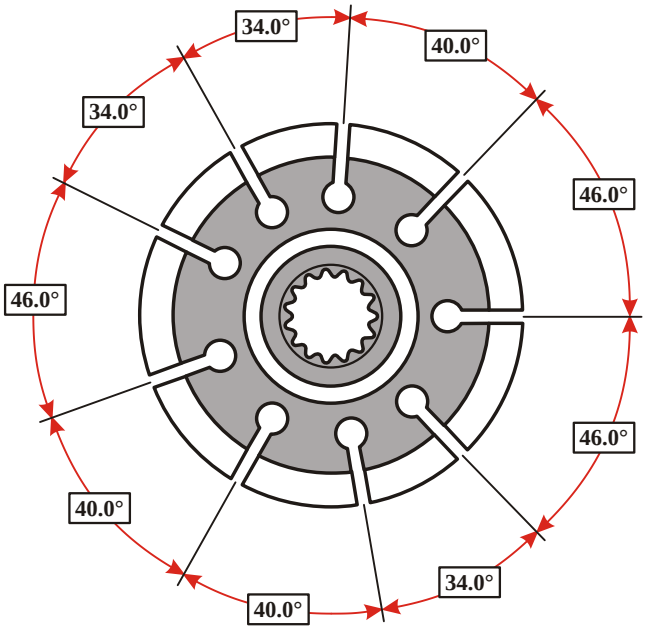
PREVIOUS DESIGN "STRAIGHT" PUMP ROTOR

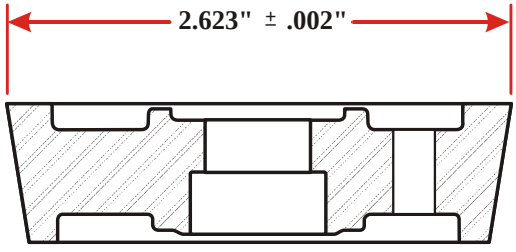




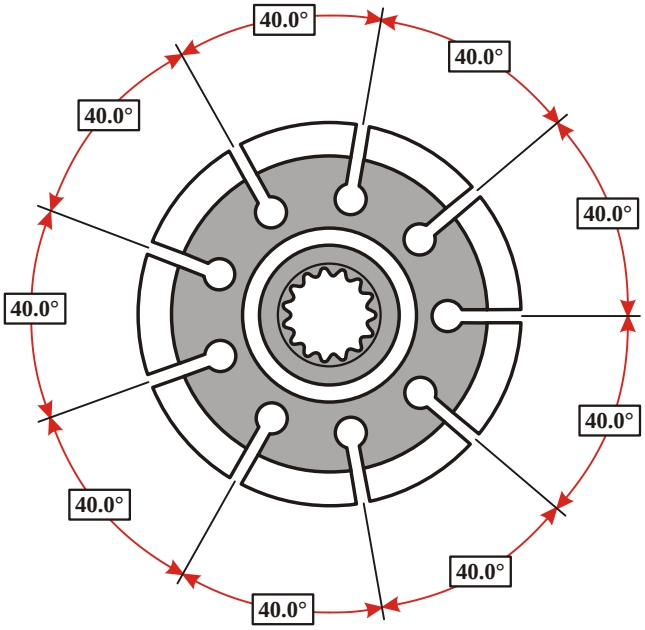
NEW DESIGN "TAPERED" PUMP ROTOR

L & N CAR





A, H, C, K, U & W CAR



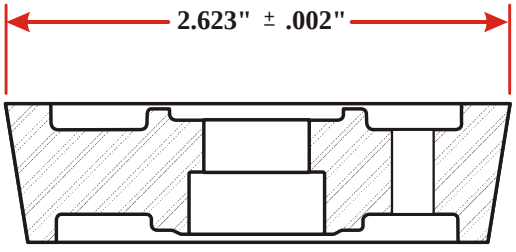


Figure 1

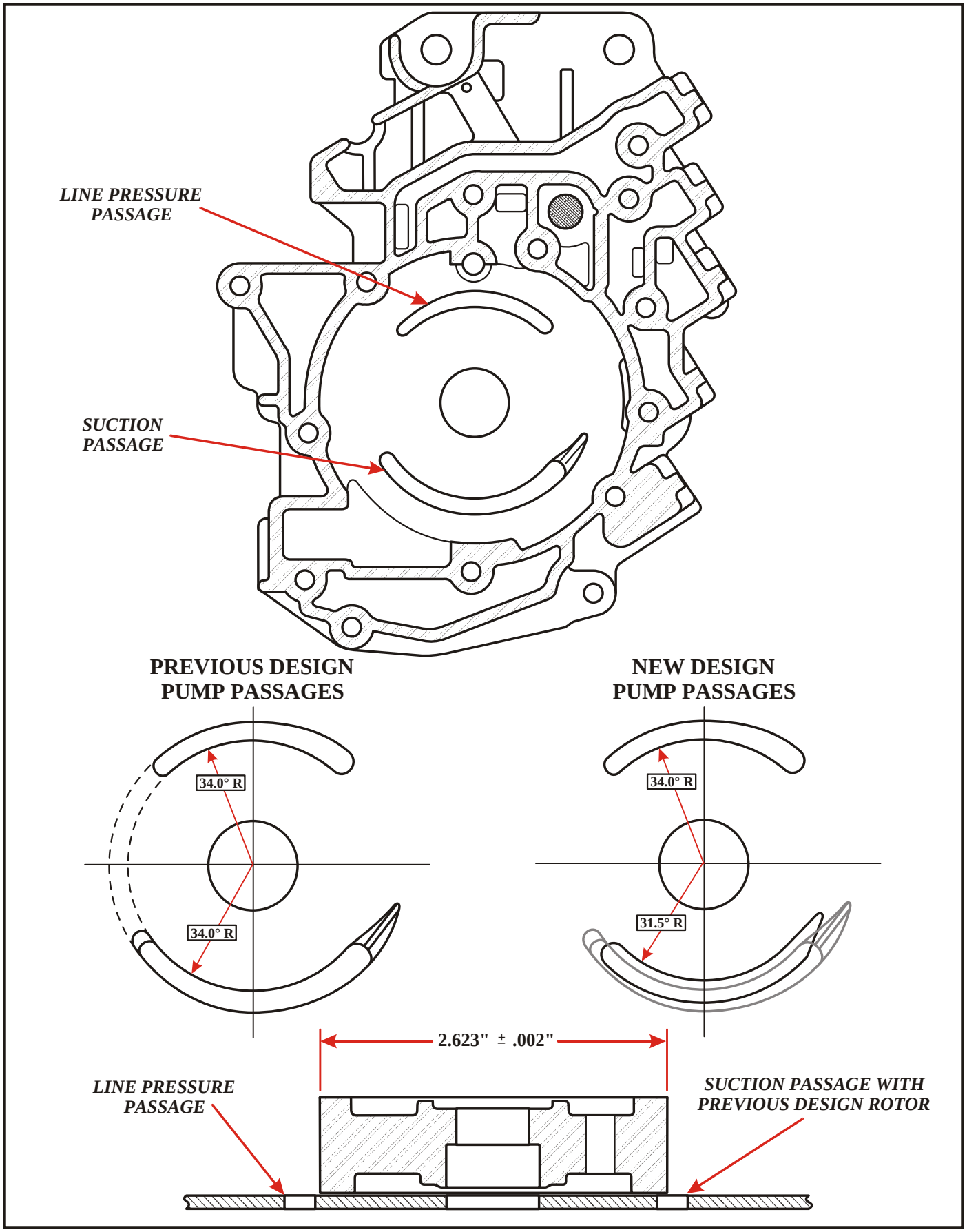

LINE PRESSURE PASSAGE
SUCTION PASSAGE
PREVIOUS DESIGN PUMP PASSAGES
34.0° R
34.0° R
NEW DESIGN PUMP PASSAGES
34.0° R
31.5° R
2.623" ± .002"
LINE PRESSURE PASSAGE
SUCTION PASSAGE WITH PREVIOUS DESIGN ROTOR

Figure 2