



Technical Service Information

THM 4L60 (700-R4) TRANSMISSION OIL COOLER IDENTIFICATION

SHIFT PROBLEMS AND BURNT L/R CLUTCH

PROBLEM NUMBER 1.

Do not install a checkball in the location marked with an "X", as shown in Figure 3. The result will be, NO 2ND GEAR, as it blocks DA oil from getting to the 1-2 shift valve.

PROBLEM NUMBER 2.

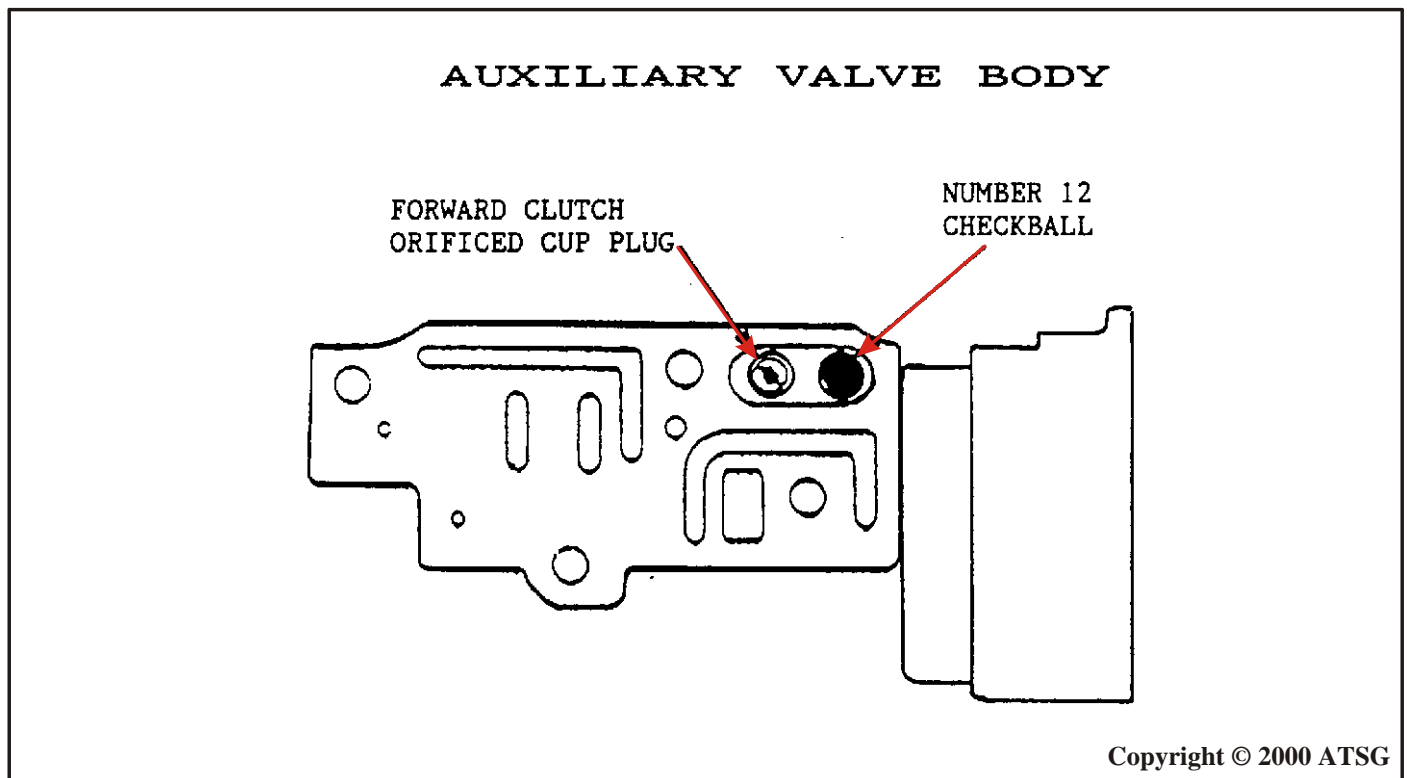
Do not install the number 9 checkball (Det/Lo) in the "Bathtub" in the case on any 1988 or later model (See Figure 3). This will create a tie-up on the 1-2 shift, and wipe out the Lo/Reverse Clutches and 2/4 Band.

PROBLEM NUMBER 3.

If you have very high and harsh upshifts, you can remove the number 10 check ball (T.V. Exhaust), and usually eliminate the problem (See Figure 3).

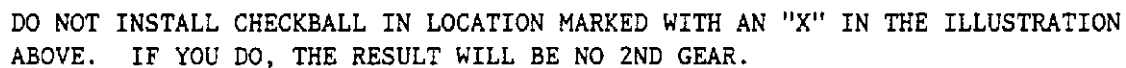
PROBLEM NUMBER 4.

Do not install the number 12 checkball on top of the orifice cup plug in the auxiliary valve body. It goes next to the orifice cup plug as shown in Figure 2. If you install it improperly, the checkball falls through the spacer plate into the DA passage, and is forced into the governor screen blocking all of governor feed oil, and creates "No Upshift". It may also be an intermittent problem, as the checkball sometimes falls away from the screen allowing DA oil to the governor (See Figure 3).



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Figure 1



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