



Technical Service Information

THM 440-T4 WELDED 4TH CLUTCH

COMPLAINT: On 1989 and 1990 models only, the fourth clutch lined and steel plates burnt to the point that it has melted the channel plate in the fourth clutch area.

POSSIBLE DRIVER COMPLAINTS:

- (1) Tie-up when transaxle shifts to 4th gear.
- (2) Will not move in drive and/or reverse (Due to 4th clutch welded to channel plate), but can be pushed with the engine off.
- (3) Leak from the left axle area (Doughnut gasket burnt from heat).

CAUSE The cause may be the manual valve being positioned between the neutral and D4 position, which would allow the input clutch to be applied in 4th gear. This was created by a change in the channel plate porting, in the manual valve area. The questionable channel plate can be identified by the casting number "8668423", with engineering update level "E". Refer to Figure 1 for locations. Casting number "8668423" with engineering update levels "A", "B", "C", and "D" are OK to use. **DO NOT USE CASTING NO. "8668423" WITH ENGINEERING UPDATE LEVEL OF "E" OR HIGHER - REFER TO FIGURE 1 FOR LOCATIONS.**

CORRECTION: Install an earlier model channel plate that does not have the questionable casting number 8668423. There is also a new service package available from OEM, to address this condition. The new service package contains the following:

NEW CHANNEL PLATE - Will have porting changes for the new manual valve and new inside detent lever. The porting changes will help ensure that two ports will never be opened at once to cause burnt 4th clutch assembly. The bore for the new manual valve will be reduced by .010" to accommodate the new manual valve. This will make the previous and new parts non-interchangeable. (See Figure 2).

NEW MANUAL VALVE - Will have changes to the valve lands and reduced .010" in diameter for the new porting changes in the channel plate. The previous and new manual valves are not interchangeable. The new manual valve can be identified by a ring between the first two lands as shown in Figure 3.

NEW INSIDE DETENT LEVER - Will have the manual link hole location changed to provide a different "Throw" of the manual valve, and the hole is now round instead of "Key Hole" shaped. Since the "W" car detent lever is different than all others, it will have a square identification hole punched in it. The previous and new inside detent levers will not interchange. See Figure 4 for identification.

SERVICE INFORMATION:

Channel Plate Assembly, 1989-1990	AAH, ABH, ACH, ADH, AFH, AHH, AJH, ANH, ATH	8668993
Channel Plate Assembly, 1989-1990	CLH, CPH, CZH, LMH, LNH, YBH, YCH, YJH	8668994
Channel Plate Assembly, 1989-1990	BAH, BDH, BFH, BHH, BJH, BPH, BWH, PAH, PBH, VXH, VYH, WBH, WCH, WLH, WRH, WTH, WUH, WZH	8668995
Channel Plate Assembly, 1989-1990	CDH, CHH, CJH, CYH, YAH, YFH, YLH, YKH	8668996
Channel Plate Assembly,	1990 LAH, YRH	8668997

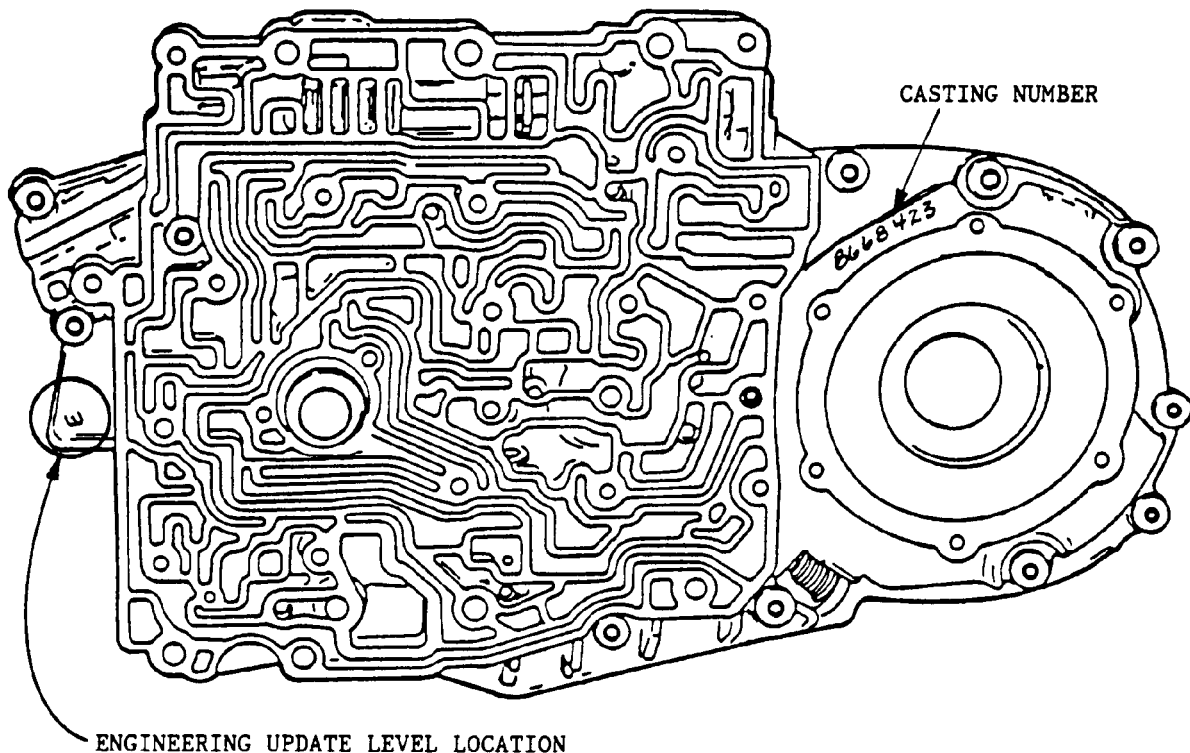


Figure 1
AUTOMATIC TRANSMISSION SERVICE GROUP

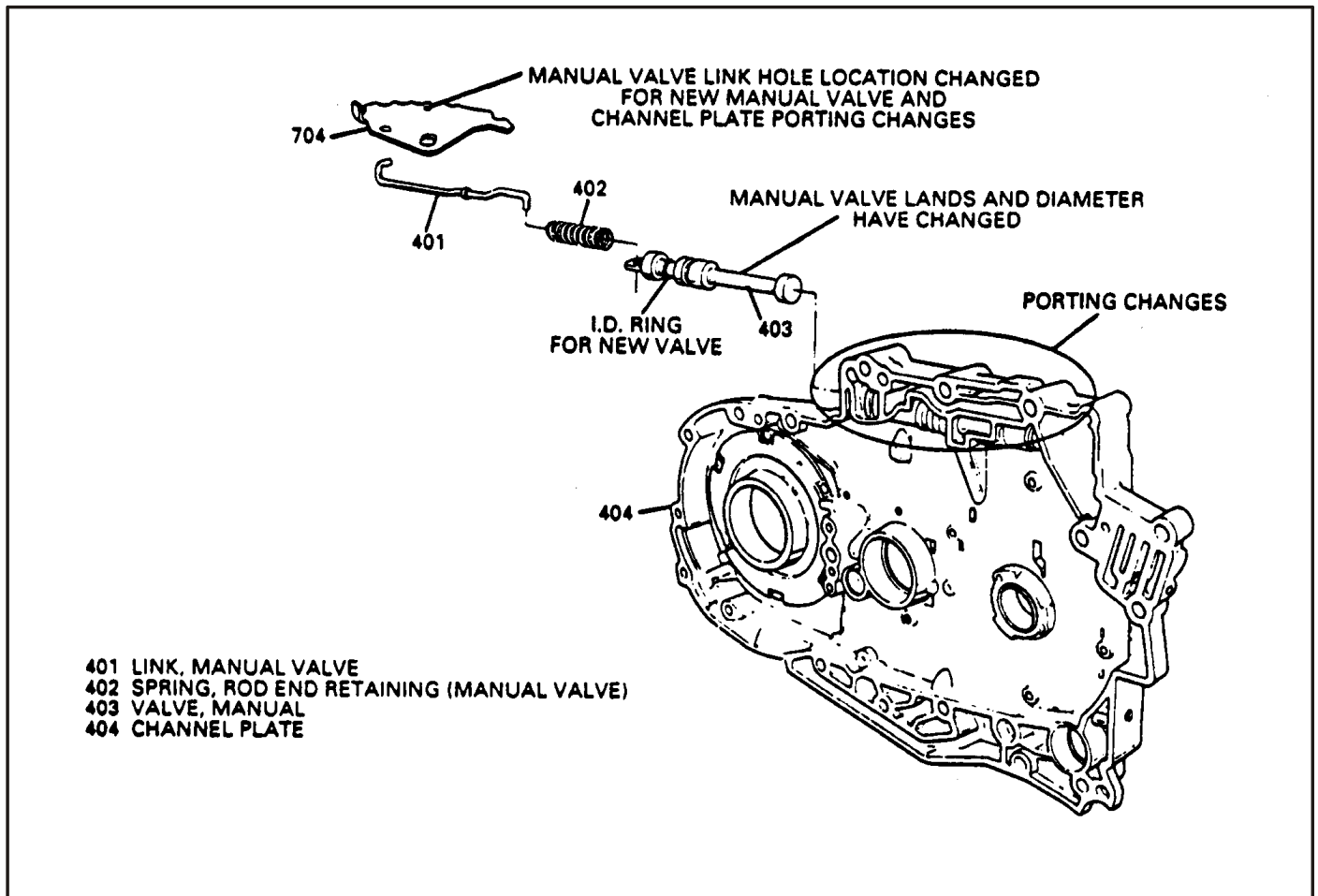


Figure 2

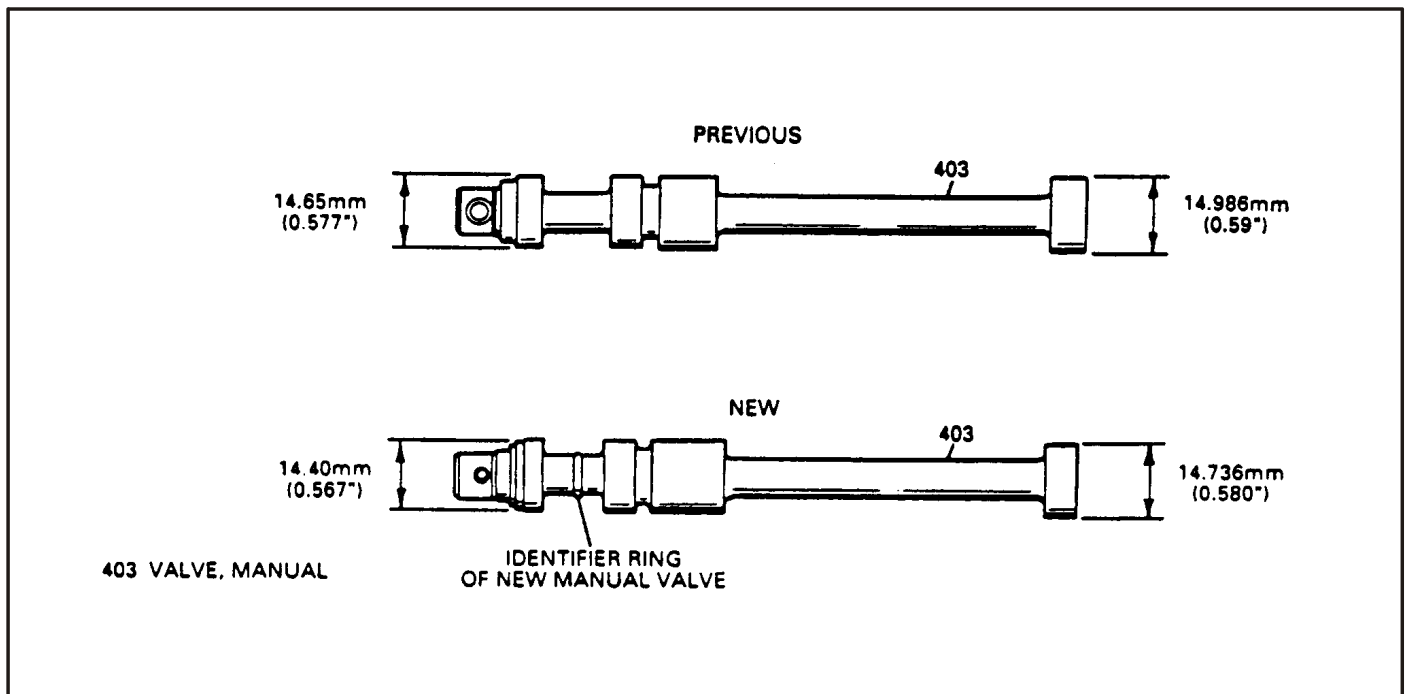
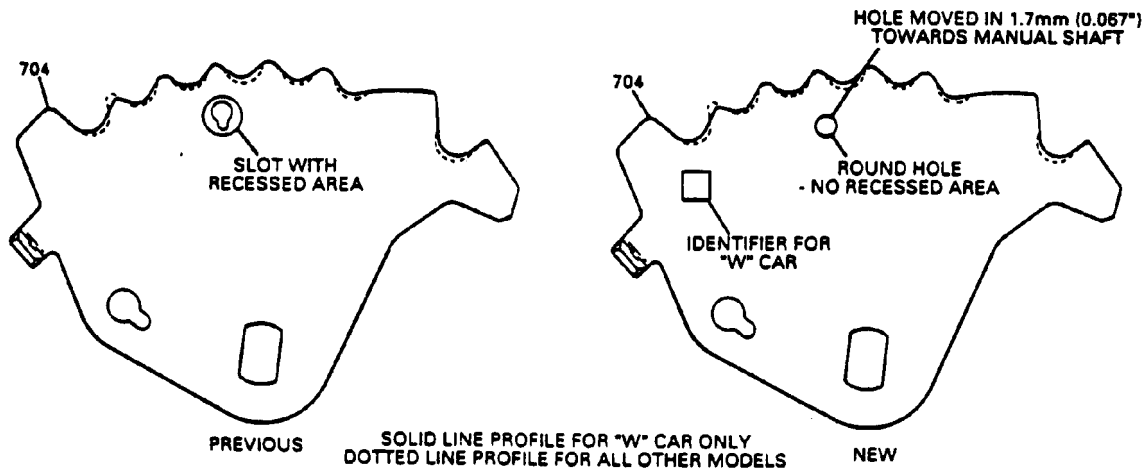


Figure 3



704 LEVER, INSIDE DETENT
707 DETENT SPRING & ROLLER ASSEMBLY MANUAL DETENT

Figure 4