



# TECH ADVISORY



TORQUE CONVERTER

SEPTEMBER 2008

## GM-N-18 or GM-N-20

### Impeller Side Enclosed Bearing Option

The 6L80-E impeller side enclosed bearing, **GM-N-20** can be used as an enhanced replacement for the impeller side bearing in the GM 300mm. It may also be the better impeller side bearing option in the GM Late 4L80-E (single stator) converter.

Several customers told us that they were having problems with the impeller side bearings in the GM 300mm unit (**GM-N-18**). After researching this issue and comparing the **GM-N-18** to the similarly sized **GM-N-20** bearing, we believe the **GM-N-20** is the better product for the impeller side bearing. As the races associated with the **GM-N-20** are thicker, material must be machined off the back of the stator when used to replace the **GM-N-18** bearing. The inside diameters of both bearings are the same. We recommend continuing to use the **GM-N-18** to replace turbine side bearings in the GM 300mm due to their low failure rate and since the turbine side stator cap is already fairly thin.

At the 2006 Torque Converter Rebuilders Association (TCRA) Seminar, GM did a presentation on the **GM-N-20** bearing as an upgrade for newer units. Seminar information is available through TCRA.

### GM-N-18

Impeller & Turbine Side Bearing,  
GM 300mm & Late 4L80-E (Single Stator)



### GM-N-20

Impeller Side Bearing, GM 6L80-E  
Upgrade Replacement for GM-N-18

