4T65E

General Motors 4-Speed Transmission



LIKE NEW - ONLY BETTER

These are only a few updates and upgrades we make to our 4T65E transmissions.

Fully remanufactured valve body, with updated TCC Control Valve, TCC Regulator Apply Valve, Torque Signal Regulator Valve, and Reverse Boost Valve, improves shifting, lubrication, and performance.

Completely remanufactured pump, including replacement of slide pivot pin, provides consistent internal pressures, eliminates pump slide malfunction, and eliminates slipping and/or delayed engagement.

Pump driveshaft seal updated to solid Teflon seal for prevention of torque converter lock-up, slip, and chatter.

Thoroughly inspected Input clutch housing thrust bearing assures proper endplay and eliminates noisy operation.

Updated 4th clutch shaft prevents loss of 4th gear due to stripped splines.

New EPC solenoid assures proper line pressure control and shift feel.

Updated Actuator Feed Limit Valve assures proper solenoid pressure feed.

Clutch clearances set to ETE-spec standards for improved shift feel and timing. Fully remanufactured torque converter is tested for leaks, lock-up, concentricity, and balance. Upgrades exceed OE requirements and eliminate the possibilities of front seal leaks, premature bushing wear, and vibration.

Thoroughly inspected torque converter support bearing to prevent sleeve failure.

All-new ETE-spec bushings to improve internal fluid flow control and pressures.

Bushings and machined surfaces polished to a mirror-like OE finish of 15 RA or less.

Tru-Flat qualification process applied to transmission case, valve body, pump, and channel plate to prevent cross leaks and pressure losses

Complete road simulation testing using ETE's very own dynamometer testing program called CARS (Computer-Aided Road Simulation). Every transmission is cold- and hot-tested while using ETE's fully SynthETEc^TM transmission fluid and filtration system.



3 Year/Unlimited Mileage
Hassle-Free
Nationwide
Parts and Labor Warranty