



Technical Bulletin #968

Transmission: 4T60/4T60E/4T65E

Subject: Driven Sprocket Support
Interchange/Lube Problems

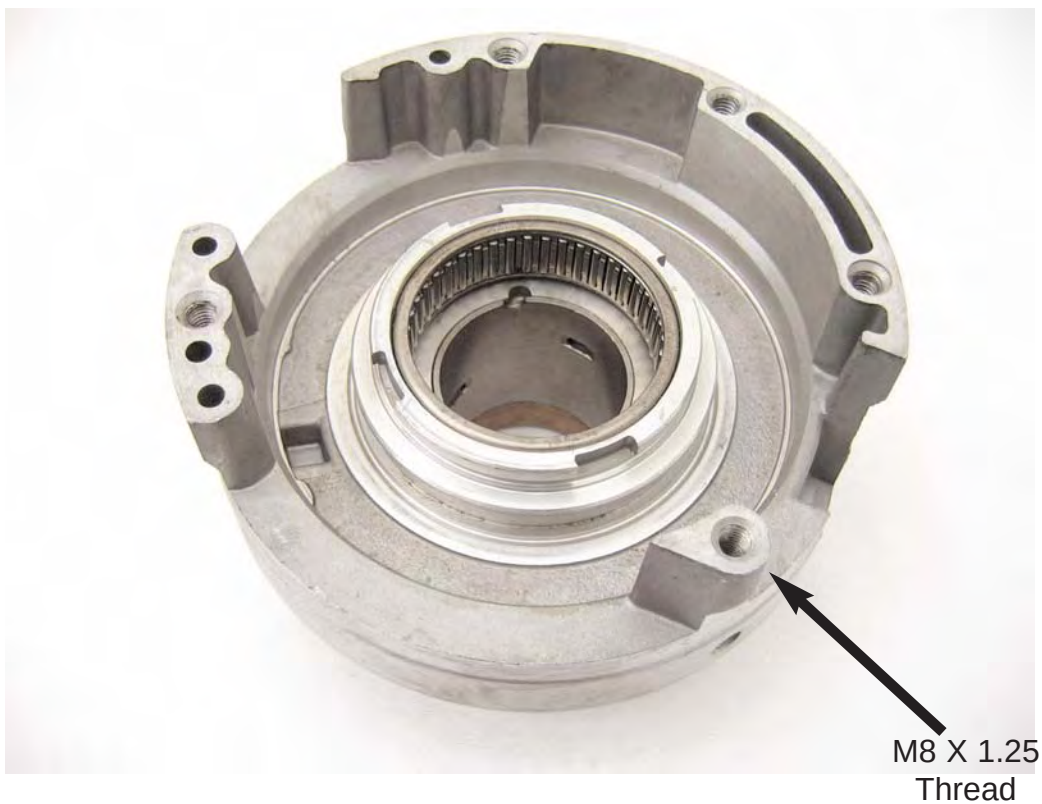
Application: GM FWD

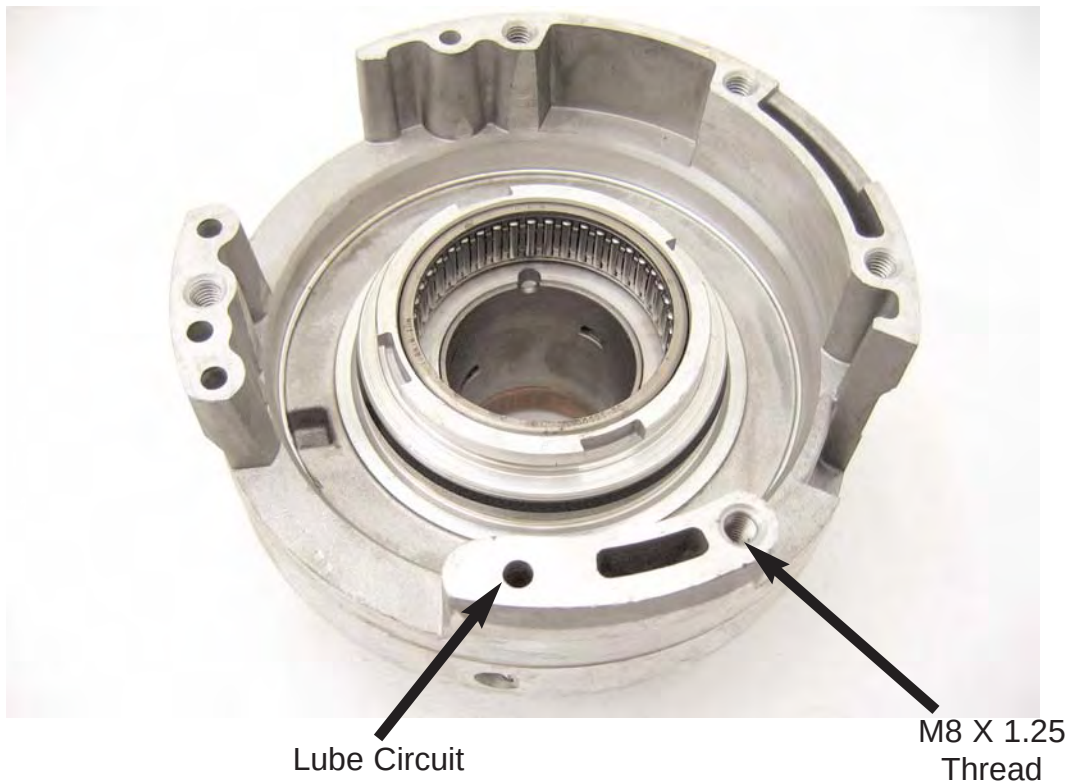
Issue Date: October, 2005

4T60/4T60E/4T65E

Driven Sprocket Support Interchange/Lube Problems

Driven supports for the 4T60 / 4T60E / 4T65E are different and cannot be interchanged. Use the following illustrations to help identify driven sprocket supports. Using the wrong driven sprocket support will cause lube problems.







Technical Bulletin #969

Transmission: 4T60/4T60E/4T65E

Subject: No Reverse, No Forward, No Upshifts,
No 2nd , No 3rd, No 4th

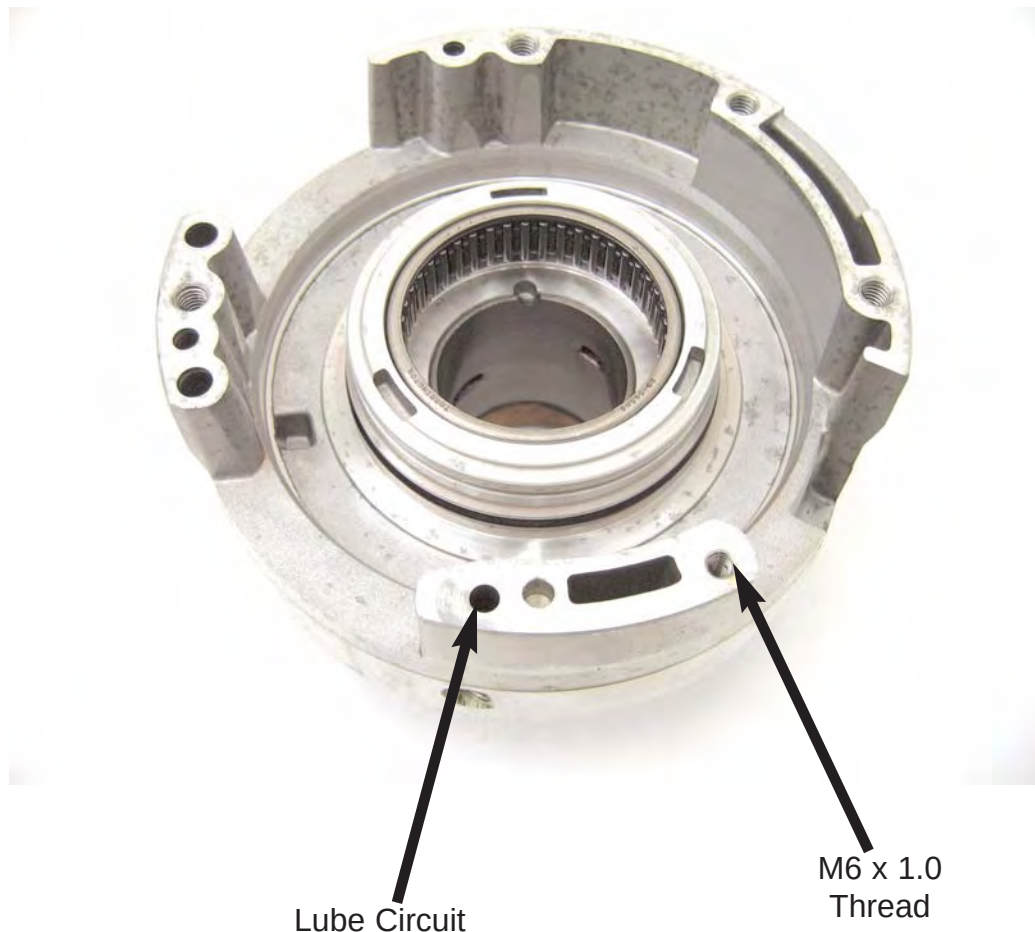
Application: GM FWD

Issue Date: November, 2005

4T60/4T60E/4T65E

No Reverse, No Forward, No Upshifts, No 2nd , No 3rd, No 4th

Vehicles with one or more of these symptoms may have a sleeve that has spun in the driven sprocket support. This blocks feed holes and creates leaks in the input 2nd and 3rd clutch apply circuits. Always inspect for a spun sleeve and replace the driven sprocket support when necessary.





Technical Bulletin #970

Transmission: 4T40E/4T45E

Subject: Input Sprag Rotation

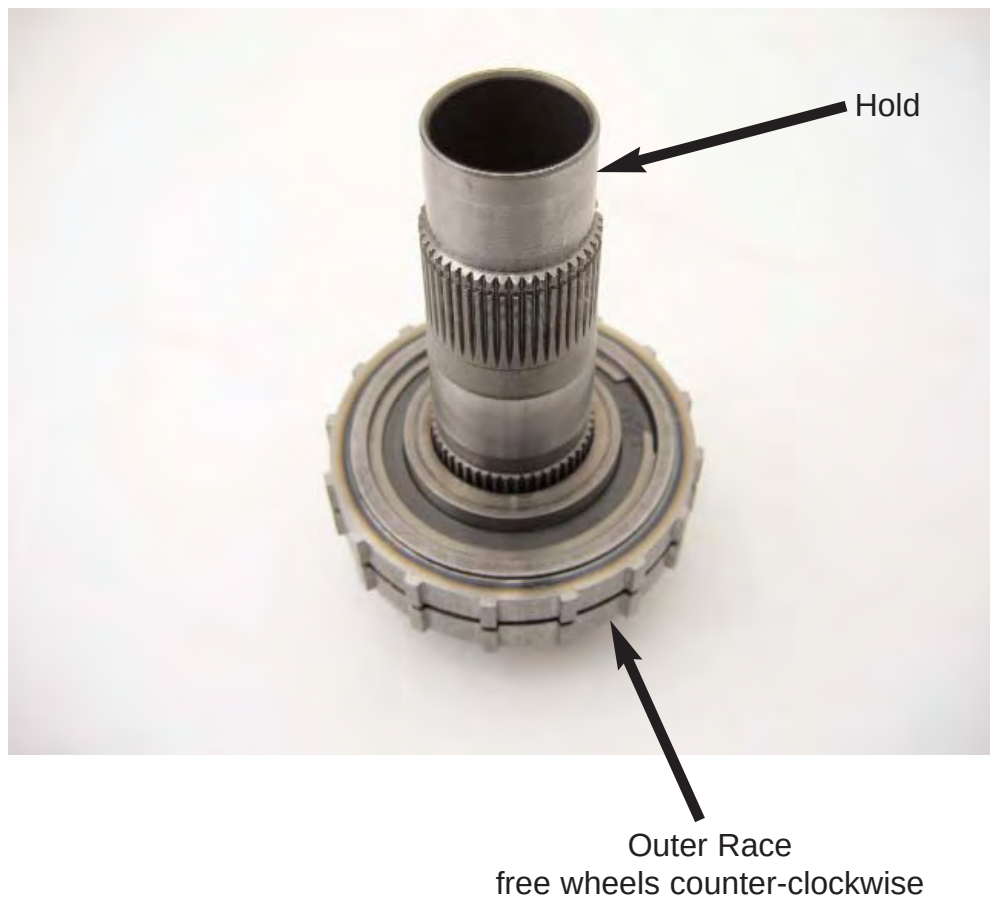
Application: Cavalier, Malibu, Alero, Cutlass, Grand Am, Sunfire

Issue Date: November, 2005

4T40E/4T45E

Input Sprag Rotation

Use the photo below for proper sprag rotation. If the input sprag is installed wrong a no forward condition will occur.





Technical Bulletin #971

Transmission: AXOD-AXODE/AX4S-AX4N

Subject: Proper Torque Sequence on Valve Body

Application: ALL

Issue Date: November, 2005

AXOD-AXODE/AX4S-AX4N

Proper Torque Sequence on Valve Body

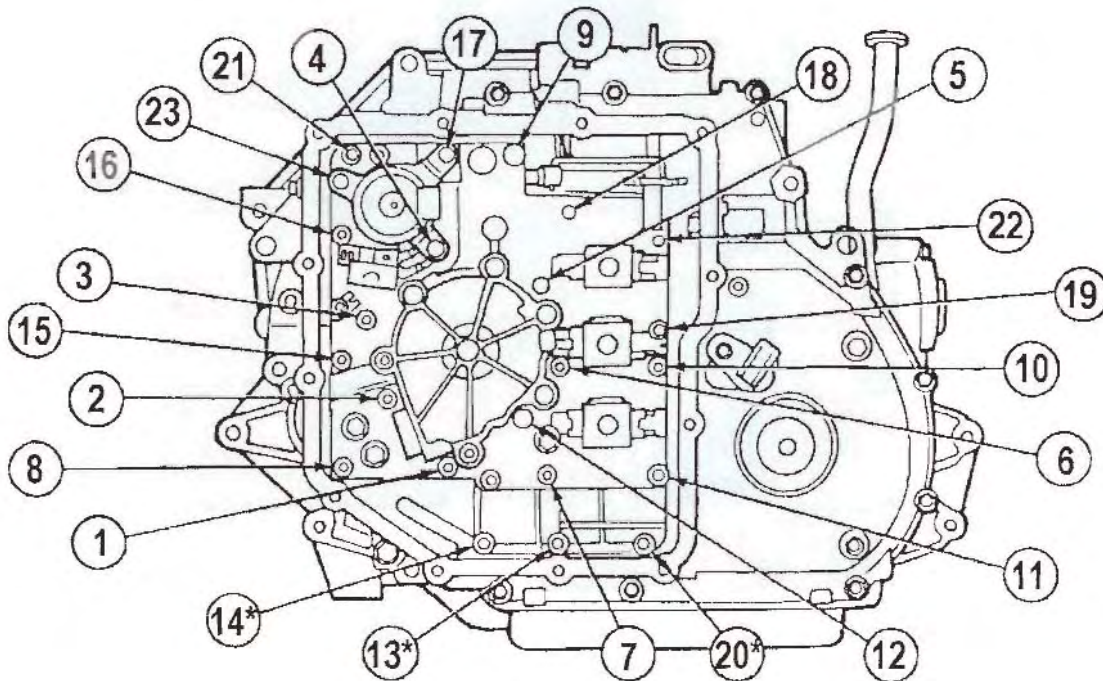
Many shift concerns are caused by valves that do not switch in a timely manner caused by dragging. Use the proper torque sequence when servicing any of these transmissions (AXOD-AXODE/AX4S-AX4N). The bolts marked with (*) are the three short bolts. Torque the bolts in 3 stages.

30 in. lbs.

60 in. lbs.

90 in. lbs.

Final torque must be between 9-12 N.m (7-9 ft. lbs. which converts to 84-108 in. lbs.).





Technical Bulletin #972

Transmission: 325-4L

Subject: Pin Location in Case

Application: GM

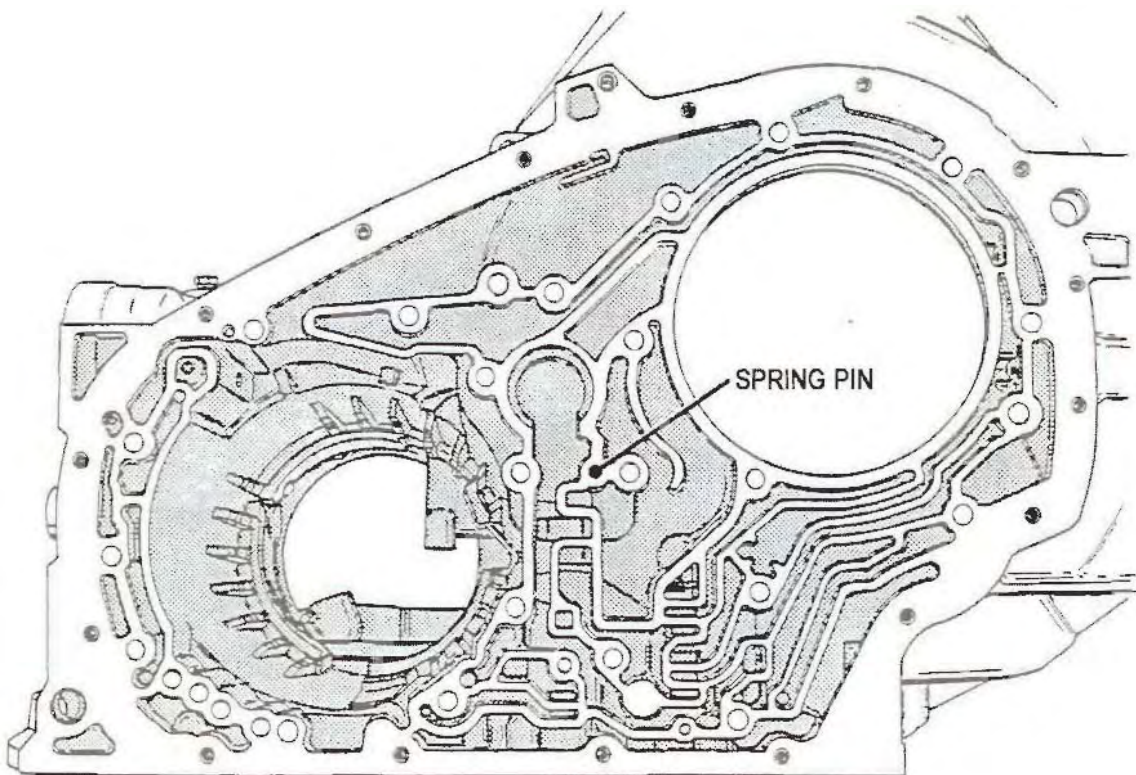
Issue Date: November, 2005

325-4L

Pin Location in Case

The pin is used for preventing the PR Bushing from rotating off location is located in this illustration. If the pin is lost the **replacement pin from GM Part# 9437415 is no longer available**. The pin measurements are 5.6 x 2.85 mm long.

Note: Make sure the bushing bore is clean and no burrs are present. When installed, the flat portion of the bushing will be indexed to the pin. Make sure the pin sets 0.3mm below the case surface and that it does not fall out before assembly.





Technical Bulletin #973

Transmission: 01M/096

Subject: Rebuilding Tips

Application: VW, Audi

Issue Date: November, 2005

01M/096

Rebuilding Tips

Adjusting the Manual Valve

If the line pressure in D is low, but correct in Manual 3, suspect a misadjusted manual valve. To Adjust the manual valve properly you must first:

1. Select the Park position
2. Loosen the Torx screw
3. Bottom out the Manual Valve in the Valvebody
4. Tighten Torx Screw

