



## Technical Bulletin # 1151

**Transmission:** *All*

**Subject:** *Band Adjustments*

**Application:** *Miscellaneous, All Makes*

**Issue Date:** *January, 2008*

# Band Adjustment Chart

NOTE: On Transaxle models, the “Front Band” means the band closest to the torque converter. Rear band means the band furthest away from the torque converter. If there is only one band then it will be listed in it’s appropriate location

<b>Transmission</b>	<b>Front band</b>	<b>Rear band</b>
<b>CHRYSLER (Domestic)</b>		
30RH & 32RH		
Cherokee & Wrangler ('94)	2 1/4 Turns	4 Turns
All Others	2 1/2 Turns	4 Turns
30TH & 31TH ('85-on)	2 1/2 Turns	3 1/2 Turns
36RH & 37RH	2 1/2 Turns	2 Turns
A404	3 Turns	Non Adjustable
A413 ('81)	2 Turns	3 1/2 Turns
A413 ('82-84)	2 3/4 Turns	3 1/2 Turns
A470 ('81)	2 Turns	3 1/2 Turns
A470 ('82-84)	2 3/4 Turns	3 1/2 Turns
A670	2 3/4 Turns	3 1/2 Turns
A500/40RH/42RH		
Dodge	2 1/2 Turns	4 Turns
Import		
3.0L4WD	1 7/8 Turns	6 Turns
All Others	2 7/8 Turns	6 Turns
Jeep	3 5/8 Turns	4 Turns
518/46RH/47RH	2 1/2 Turns	2 Turns
TF6		
6-Cylinder	2 Turns	Solid Band: 7 1/2 Turns
8-Cylinder	2 Turns	Wrap Band: 4 Turns
Colt 3 Turns	3 Turns	7 1/2 Turns
TF8	2 1/2 Turns	2 Turns
42RE		
1994-95	3 5/8 Turns	4 Turns
1996	2 7/8 Turns	2 Turns
1997	3 5/8 Turns	2 Turns
1998-99	3 5/8 Turns	4 Turns
2000-04	3 Turns	4 Turns

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44RE		
1996	2 7/8 Turns	2 Turns
1997	2 1/4 Turns	4 Turns
1998	2 1/2 Turns	4 Turns
1999	2 1/4 Turns	4 Turns
2000-2001	2 7/8 Turns	4 Turns
46RE	2 7/8 Turns	2 Turns
47RE		
1996	2 7/8 Turns	2 Turns
1997-98	1 7/8 Turns	3 Turns
1999	1 7/8 Turns	2 Turns
2000-2003	1 7/8 Turns	3 Turns
48RE		
2003	1 3/4 Turns	3 Turns
2005-06		
V10	1 1/2 Turns	3 Turns
Diesel	1 3/4 Turns	3 Turns
<b>FORD</b>		
2-Speed	2 Turns	1/4" Servo Travel
4/5R55e		
95-98	2 Turns	2 1/2 Turns
99-up	2 Turns	2 Turns
5R55N & W	2 Turns	2 Turns
5R55S		
99-02	2 Turns	2 Turns
03-up	1 1/2 Turns	1 1/2 Turns
4FEAT	2 Turns	Not Used
4F20E	2 1/2 Turns	Not Used
A4LD		
	<b>Overdrive &amp; Intermediate</b>	<b>Selective Apply Pins</b>
Coarse Thread	1 1/2 Turns	1/8-7/32" Travel
Fine Thread & Double Wrap	3 1/2 Turns	1/8-7/32" Travel
AOD/E/4R70W/4R75W	Non Adjustable	1/8-7/32" Travel
ATX, FLC	Select. Apply Pin 3/16-1/4"	Not Used
AX4N/AF50N	3/32-3/16" Servo Travel	Non Adjustable
AXOD/AXOD-E/AX4S	Select. Apply Pin 3/16-1/4"	3/16-1/4" Travel
C3	1 1/2 Turns	1/8-7/32" Travel
C4 & C5	Course Thread 1 1/2 Turns	2 Turns
C4 & C5	Fine Thread 3 1/2 Turns	2 Turns
C6	1 1/2 Turns	Not Used
CD4E	3/32-3/16" Servo Travel	Not Used
E4OD/4R100	Non Adjustable	Not Used

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F3A		
Carb.	2 Turns	Not Used
Fuel Injected	3 Turns	Not Used
F4EAT	2 Turns	Not Used
PCA (Lincoln)	3 Turns	1 1/2 Turns
SM/MED/Large Cruiso's/FMX	1/4" Servo Travel	1 1/2 Turns
<b>GM/GEO</b>		
Aluminum Powerglide	4 Turns	Not Used
Cast Iron Powerglide	W/Cushion Spring 4 Turns	1/4" Servo Travel
Cast Iron Powerglide	W/O Cushion Spring 3 Turns	1/4" Servo Travel
Dual Range Hydramatic	* 1/3 Turn from Tight	* 1/3 Turn From Tight
Dyna Flow	6 Turns	6 Turns
KF100/KF400	2 Turns	Not Used
JF403-E	2 1/2 Turns	Not Used
MX17 (Sprint)	1.5-3.0mm (.060-.118")	Not Used
ROTO 5	Not Used	2 Turns
ST-300	3 Turns	Not Used
Tempest torque	4 Turns	Not Used
THM 125, 3T40	1/16-1/8" Pin Travel	Not Used
THM 180	Not Used	5 Turns
THM 200	1/16-1/8" Pin Travel	Not Used
THM 200-R4	1/16-1/8" Pin Travel	Not Used
THM 250	Tighten 30 in Lbs/3 Turns	Not Used
THM 325	Selective Pin; 1/8-1/4"	Not Used
THM 325-4L	Selective Pin; 1/8-1/4"	Not Used
THM 400/425/3L80	Non Adjustable	Selective 1/8-1/4" Travel
THM 440-T4/4T60	Selective; 1/8-1/4"	Selective Pin 1/8-1/4" Travel
THM 4L30E	Not Used	5 Turns
THM 4L80E	Non Adjustable	Not Adjustable
THM 4T60E/4T65E	Non Adjustable	Not Used
THM 4T80E	Non Adjustable	Not Used
THM 700-R4/4L60/4L60E/4L65E	Selective ; 1/16-1/8"	Not Used
<b>BORG WARNER</b>		
T-35	1/4" Servo Travel	3/4 Turns
T-37 (Saab)	1/4" Servo Travel	3/4 Turns
T65 & T66	3/4 Turns	3/4 Turns
With Cast Iron Case	1/4" Servo Travel	1 1/2 Turns
<b>3-Band 150, 200, 250</b>	<b>See Mercedes Section</b>	
<b>JATCO</b>		
3N71B	2 Turns	Not Used
4N71B	Int. & OD 2 Turns	Not Used
F3A	2 Turns	Not Used
F4A-EL	2 Turns	Not Used
G4A-EL/G4A-HL	2 Turns	Not Used
JF506E	2 1/2 Turns	Not Used

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JR403e	2 1/2 Turns	Not Used
KF100	2 Turns	Not Used
N4A-EL/N4A-HL	Int. 2 1/2 Turns/OD 2 Turns	Not Used
RE4F02A/V	5 1/2 Turns	Not Used
RE4F04A/V	2 1/2 Turns	Not Used
RE4R01A/RE4R03A	2 1/2 Turns	Not Used
RL3F01A	2 1/2 Turns	Not Used
RL4F02A	5 1/2 Turns	Not Used
RL4F03A/V	2 1/2 Turns	Not Used
RL4R01A	2 1/2 Turns	Not Used
RN3F01A	2 1/2 Turns	Not Used
R4A-EL	2 1/2 Turns	Not Used
<b>MITSUBISHI/CHRYSLER</b>		
<b>HYUNDAI/KIA</b>		
F5A Series	5 1/2-5 3/4 Turn	Not Used
KM170	3 1/2 Turns	Not Used
KM171/F3A-21	Non Adjustable	Not Used
KM172/F3A-22	Non Adjustable	Not Used
KM175/F4A-22	2 1/2 Turns	Not Used
KM176/F4A-21	2 1/2 Turns	Not Used
KM177/F4A-23	2 1/2 Turns	Not Used
F4A-33	2 1/2 Turns	Not Used
W4A-32/33	2 1/2 Turns	Not Used
<b>SUBARU</b>		
4AT	3 Turns	Not Used
M41/M41A (3-Speed)	2 Turns	Not Used
<b>SUZUKI</b>		
MX17	.060-.118" 1.5-3.0mm Travel	Not Used
<b>TOYOTA (inc. AW Jeep, Volvo, etc.)</b>		
2 Speed With Pan	3 1/2 Turns	Not Used
2 Speed Without Pan	3 Turns	4 3/4 Turns
A-30	1/8" Servo Travel	1 Turn
A-130, A-131L & A-132L	1/16-1/8" Travel Select Pin	Not Used
A-140, A-140E & A-140L	1/16-1/8" Travel Select Pin	Not Used
A-240E, H & L Series	1/16-1/8" Travel Select Pin	Not Used
A-340, A-340E, A340F		
A-340H, A-341E & AW4		
AW50-40LE & 50-42LE	Need	Not Used
AW5/50-55SN/AF23/33-5	.227-.266 (5.76-6.76mm)	Not Used
LEXUS	3/32-1/8" Travel Select Pin	Not Used
TOYOTA	1/16-1/8" Travel Select Pin	Not Used
<b>VOLKSWAGEN</b>		
Type 003	3 1/4-3 1/2 Turns	1 3/4 -2 Turns
Type 010	2 1/2 Turns	Not Used

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Transmission	Front Band	Center Band	Rear Band
<b>MERCEDES-BENZ</b>			
Borg Warner 150	4 Turns	4 Turns	4 Turns
Daimler Benz (DB) 722.0 / 722.1 / 722.2 Clearance (4 Bolt Pan)	1 3/4 Turns	.118" (3.0mm) Clearance	.118" (3.0mm)
722.003 (4 Bolt Pan) Clearance	6 Turns	.118" (3.0mm) Clearance	.236" (6.0mm)
722.3 / 722.4 / 722.5 (6 Bolt Pan)	.078" (2.0mm)	Not Used	.216" (5.5mm)
For all cars except... 300 SEL/8 6.3 and the 600	Install 9mm (.354") checking gauge between revering operating arm and servo piston pin. Tighten to 48" pounds. Tighten lock nut and remove gauge. check the servo position in servo cylinder by measuring through the pressure checking opening. The distance measured from the cover to the piston should be 23mm (.905) to 24 mm (.945). Selective apply pins are used		
For 300 SEL/8 6.3 and 600 cars with K4B050 Transmission	Same as Above	Same as Above	Same as Above Except the clearance is 28 mm (1.102")

\*Loosen the band adjustment bolt all the way. Start the engine. Shift the manual control lever into the Low position. Tighten the band adjustment bolt until it stops. Turn the ignition key to the off position, with the transmission still in the Low position (the band adjustment will loosen with the engine off). Count the number or turns it takes to re-tighten the adjustment bolt and back it off 1/3 of that number.