



THM 4L60-E "SKF" SINGLE CAGE FORWARD SPRAG DURABILITY

This bulletin is being reprinted to help eliminate some confusion as several technicians are not aware that the "SKF" sprag is okay to use, as long as "second" design mating parts are used with it.

CHANGE: Beginning in January 1995, all THM 4L60-E transmissions were built with dimensional changes on the Forward Sprag Inner Race and the Overrun Clutch Hub.

REASON: Greatly improved durability of the 29 element "SKF" Forward Sprag Assembly.

PARTS AFFECTED:

- (1) FORWARD SPRAG INNER RACE - Dimensional changes on the new design inner race, with the removal of the chamfer, and now fully supports the sprag end bearing, on the end bearing inside diameter. Compare the previous cutaway illustration in Figure 2, with the current cutaway illustration in Figure 3.
- (2) OVERRUN CLUTCH HUB - Dimensional changes on the new design clutch hub, with the elimination of the raised tabs on the teeth. The back side of the clutch hub is now flat, to keep the end bearing inside diameter fully on the inner race. Compare the previous clutch hub illustration in Figure 2, with the current clutch hub illustration in Figure 3.

INTERCHANGEABILITY:

The "SKF" single cage sprag is OK to use, *as long as*, the new design inner race and the new design overrun clutch hub are used with it as a service package (See Figure 1). The complete Forward Sprag Assembly is available under OEM part number 8657928.

The 29 element single cage "SKF" sprag and cage is available from Raybestos.

The 29 element dual cage sprag is available from Borg Warner.

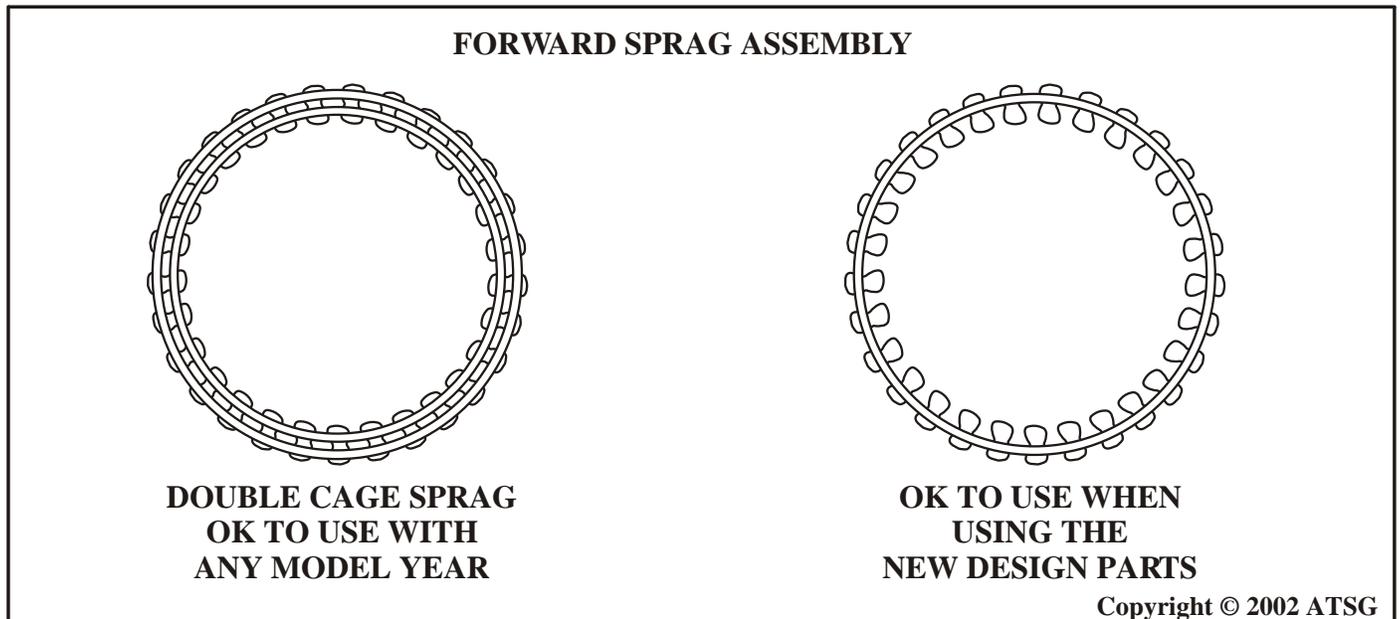


Figure 1

PREVIOUS "SKF" INPUT SPRAG

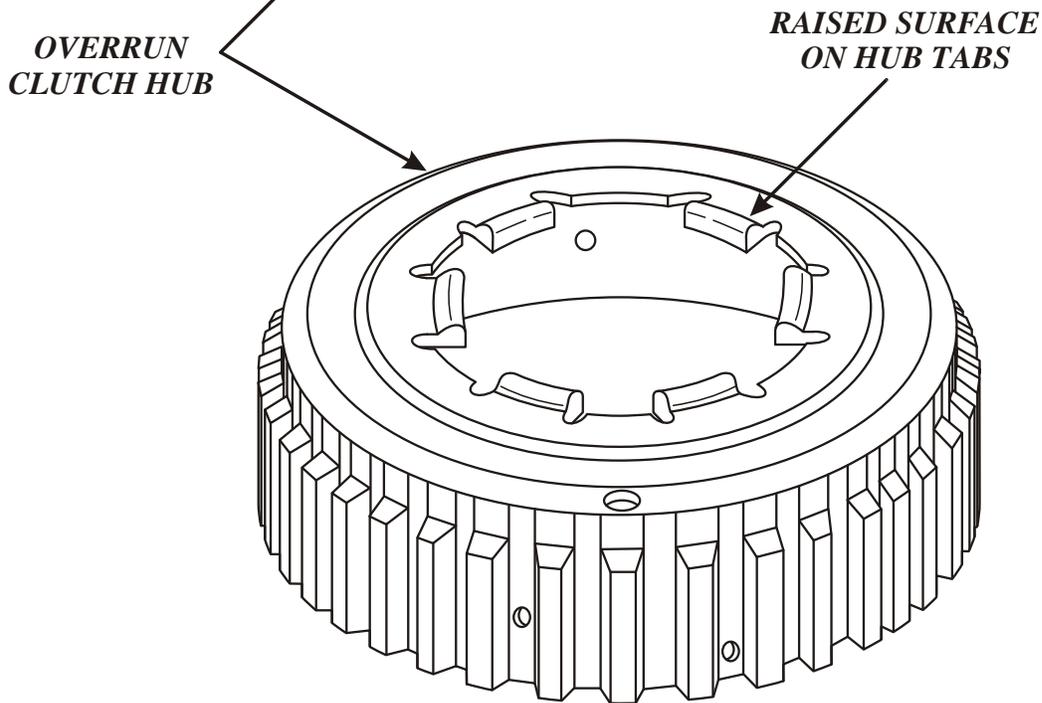
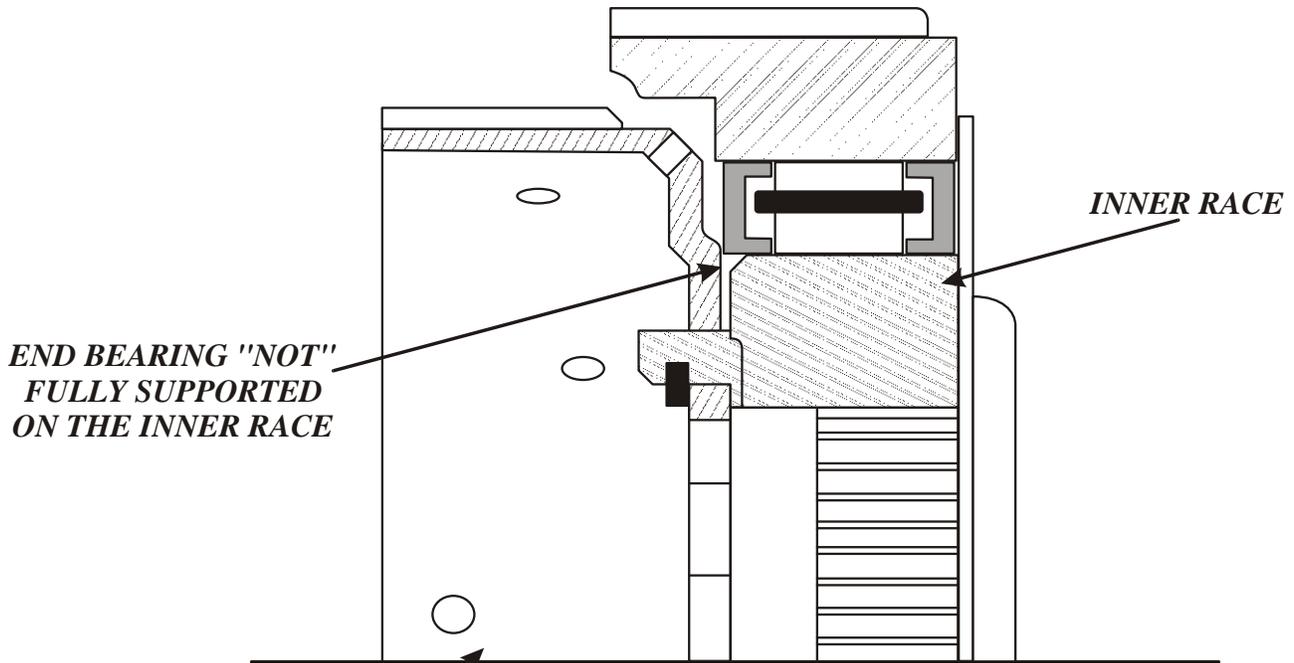
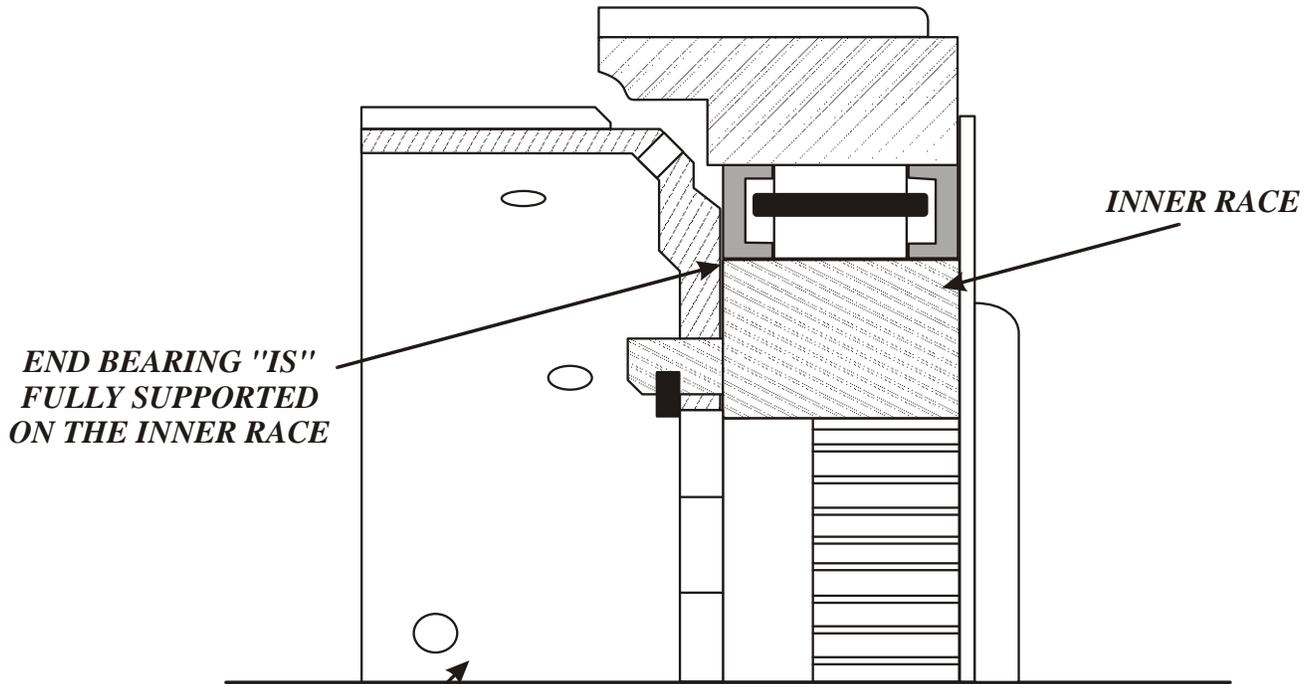


Figure 2

CURRENT "SKF" INPUT SPRAG



OVERRUN CLUTCH HUB

"FLAT" SURFACE ON HUB TABS

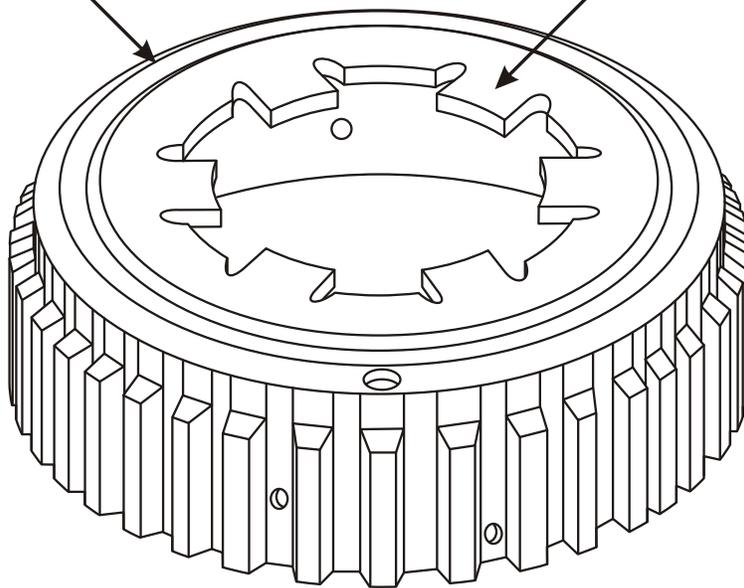


Figure 3