

## GM 4L60/65E

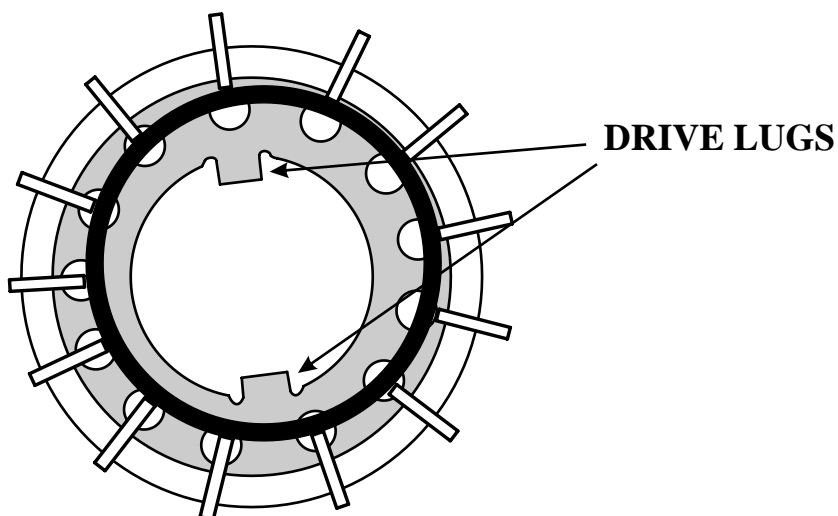
### NO ENGAGEMENT -REPEAT PUMP ROTOR DESTRUCTION

**COMPLAINT:** After overhaul, 02 and up Chevy Trailblazers equipped with the 4.2-6 cyl. and the 300 mm. B-85 Torque Converter with the stall code of VJ CX, may exhibit a no engagement concern due to the pump rotor drive lugs breaking.

**CAUSE:** The cause may be, that during the Torque Converter rebuilding process a shorter converter drive hub was used which caused the build height to be too short. This will allow the Torque Converter drive hub to come out of the Pump rotor when a hard throttle passing gear maneuver occurs, and when the drive hub tries to index itself back into the Pump rotor, it is not aligned breaking the drive lugs off, as shown in Figure 1, which will in turn cause no line pressure/no engagement. *Note: This can be missed by the R&R tech as the bell housing is enclosed and the Torque Converter to Flex plate bolts are installed thru a small access hole underneath the structural oilpan.*

**CORRECTION:** Replace the Pump Rotor and or Pump as sometimes the pump is destroyed when the rotor breaks, and refer to Figure 2 and ensure that the Build Height is approximately 6 and 7/16.”

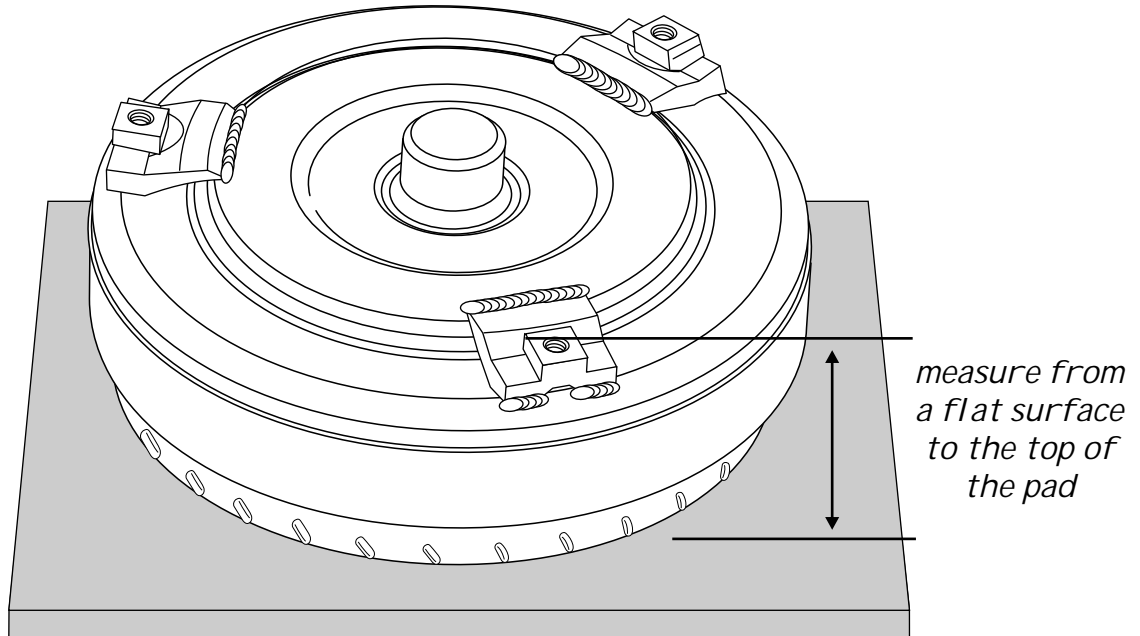
#### 4L60E PUMP ROTOR



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Figure 1

## CHECKING OVERALL BUILD HEIGHT



*Place Torque Converter on a flat surface neck side down and measure from that surface to the top of the pad as shown above.*

**B-85 VJCX Build Height is approximately 6 and 7/16"**  
**some reman converters measure 6 and 1/2"**

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Figure 2