



Technical Service Information

GM 4T65E

FRONT SEAL “WALK OUT”

COMPLAINT: A Chevrolet Impala equipped with the 5.3 Liter V8 and a 4T65E transmission comes back with a serious leak coming from the front of the transmission. When the transmission is removed the front seal is found to have moved out of the seal pocket in the case.

The transmission was checked for drainback hole problems as well as checking the torque converter for leaks and the converter neck for true center position. The case bushing and stator support shaft were also verified good. A new seal, when installed, fit tightly in the case seal pocket.

The transmission alignment dowel pins as well as the dowel pin holes were also checked and were verified good. The flywheel showed no signs of damage.

At this point in time the technician thought to see how the torque converter pilot fit the crankshaft pilot hole, this was found to have an excessive amount of clearance.

CAUSE: The Impala with a transversely mounted 5.3 Liter engine and a 4T65E transmission is equipped with a torque converter with a pilot hub that measures .824” in diameter, Refer to Figure 1, This converter requires a pilot bushing, Refer to Figure 2 and 3 to keep the converter spinning in a centerline rotation. Without the pilot bushing the converter would spin off center and “walk” the front seal out of the seal pocket in the case.

A general repair shop had changed the engine in this vehicle, soon after the front seal leak developed. This 5.3 Liter engine came out of a vehicle that did not have the pilot bushing in it, it may have been stuck to the converter.

CORRECTION: Install a pilot bushing into the crankshaft pilot hole.

SERVICE INFORMATION:

Crankshaft Pilot Bushing.....12571220

A special thank you to Reno from Continental Automatic Trans, Bridgeview, IL. for the heads up & photos.

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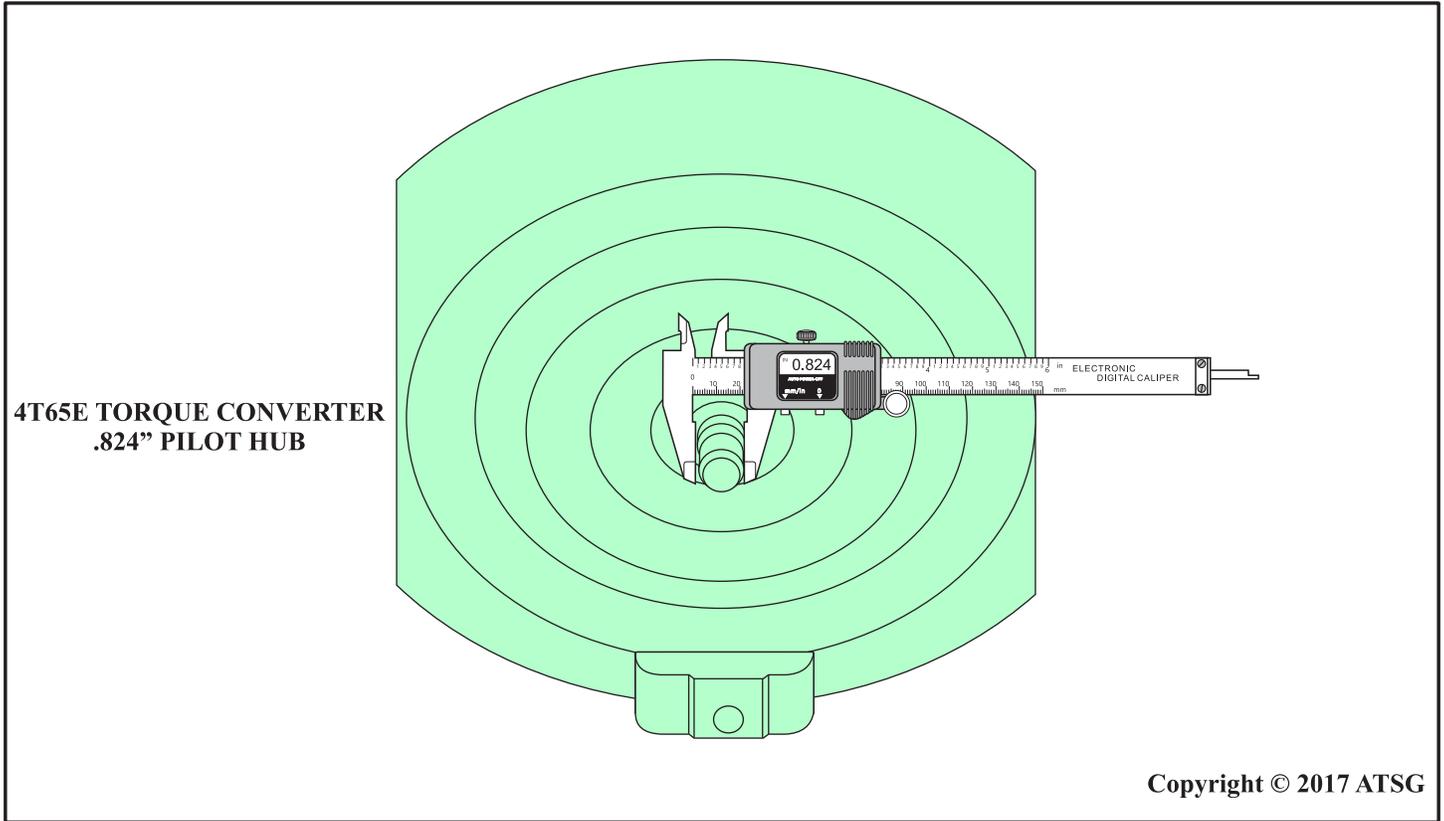


Figure 1

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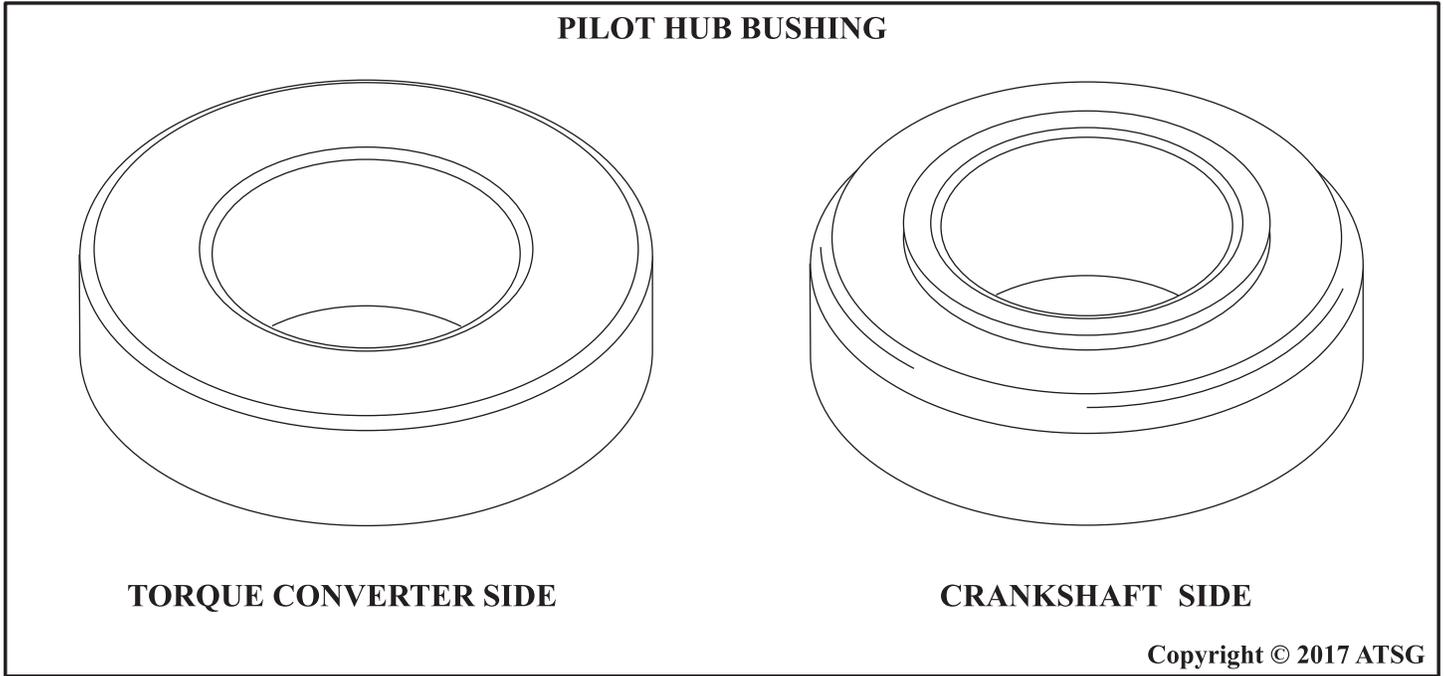


Figure 2

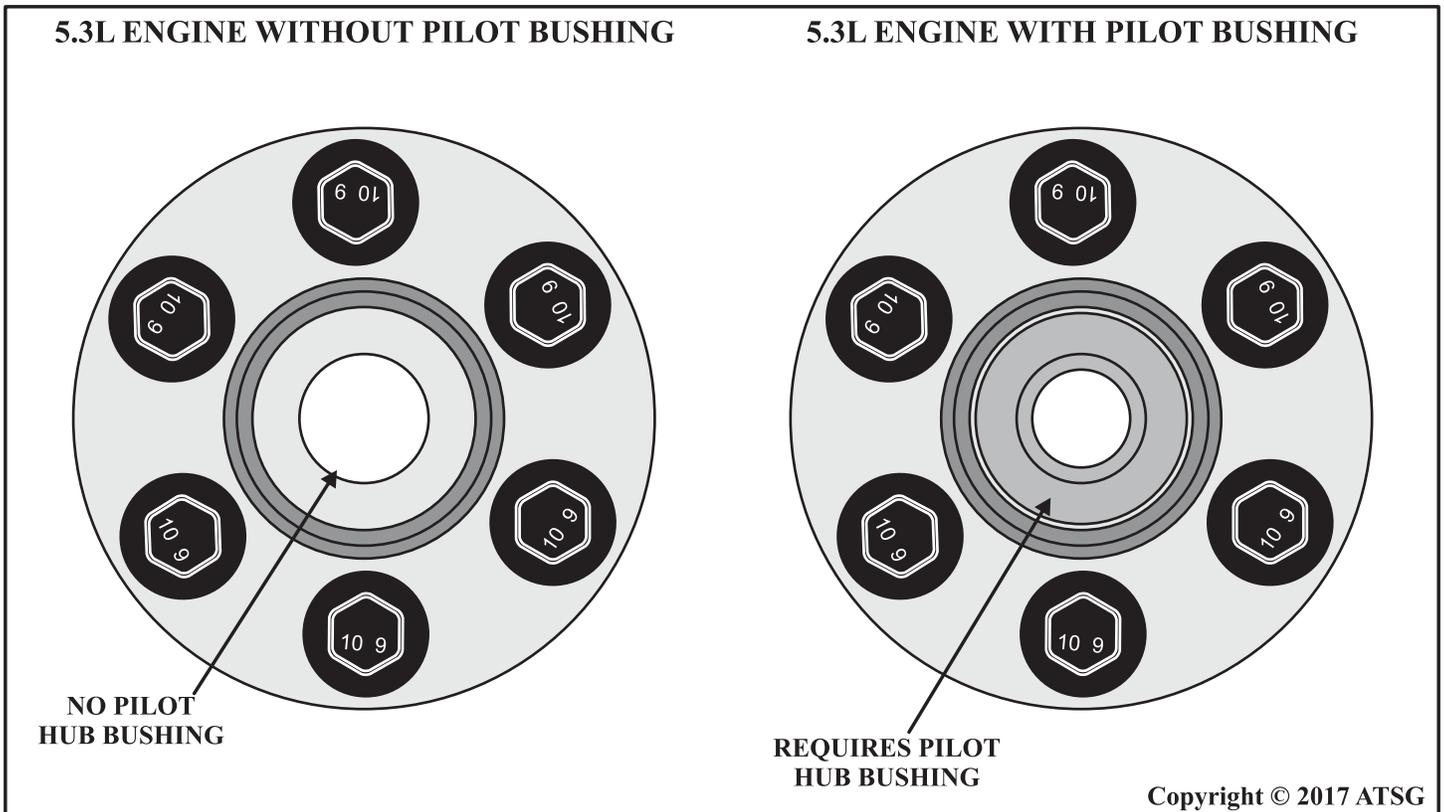


Figure 3