
GM/FORD 6T40 SERIES/6F35

TURBINE SHAFT INTERCHANGE

COMPLAINT: When the need for replacement of the turbine shaft arises for the GM 6T40 Series of transmissions or the Ford 6F35, the technician may grab one out of the parts bin and install it.

Once the transmission is ready for installation, the installer may not be able to get the torque converter all the way into the transmission. Or the transmission has been installed and now the vehicle either will not move or converter clutch slip issues occur with none of these complaints being an original problem.

CAUSE: There are dimensional differences between 6T40 and 6F35 turbine shafts as well as different spline counts, these shafts all look alike at a glance, they are not.

CORRECTION: Beginning with the 6T30 compared to the 6T40 turbine shaft where there is virtually no chance of a mismatch due to spline count and shaft diameter differences seen in figure 1. The 6T30 turbine shaft also has a reputation for fracturing.

The 6F35 turbine shaft and pilot are longer than the 6T40 series shafts seen in figure 2. The 6F35 shaft is approximately 10 5/8 inches in total length with a longer pilot as seen in figure 3.

The 6T45 turbine shaft is approximately 1/16 inch shorter than the 6F35 shaft as shown in figure 4. The 6T40 turbine shaft also seen in figure 4 is approximately 10 1/4 inches in total length.

The 6F35 pilot is approximately 3/4 inch in length as seen in figure 5. The 6T40 and 6T45 pilot is approximately a 1/2 inch in length also seen in figure 5.

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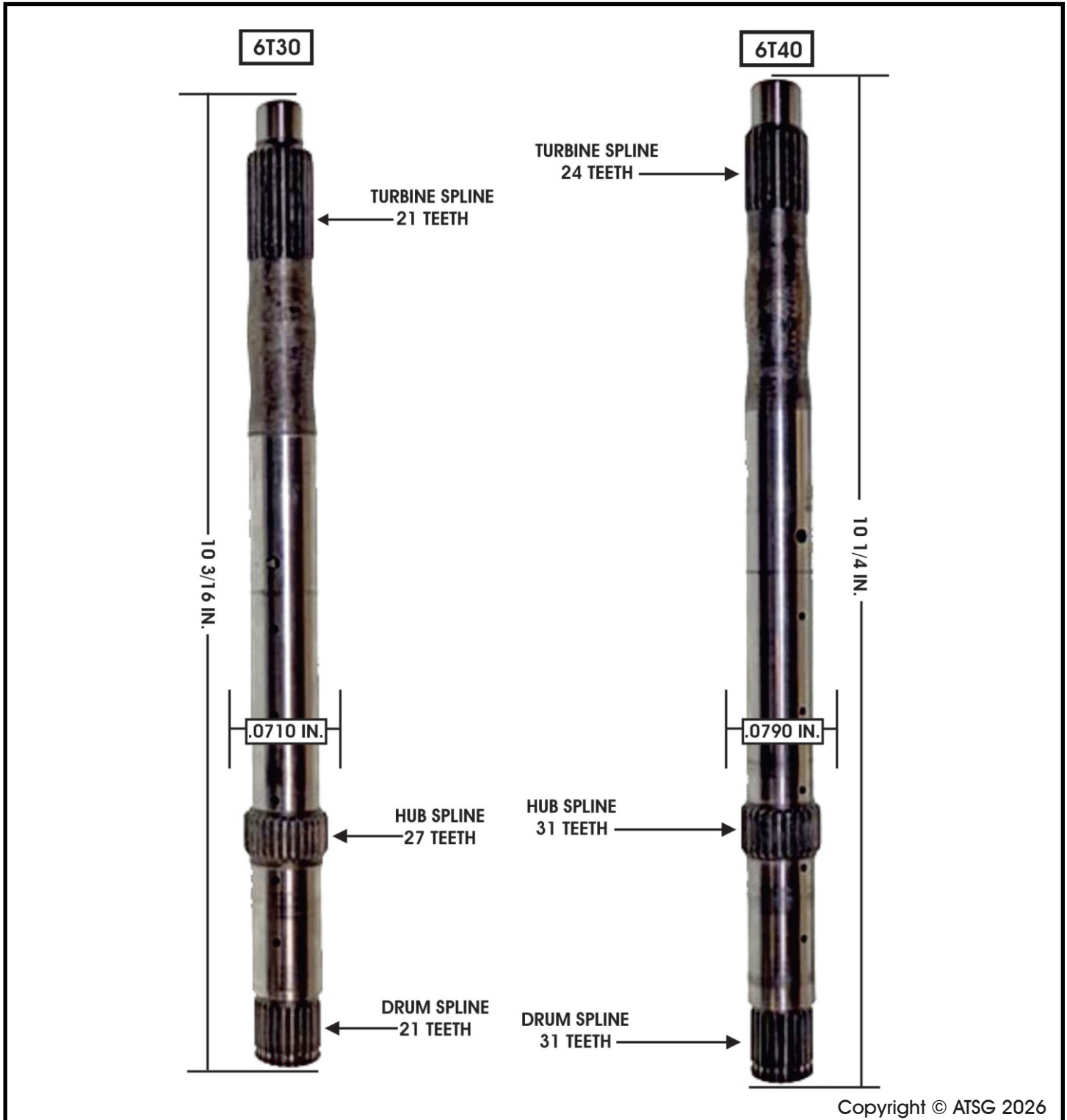


Figure 1
AUTOMATIC TRANSMISSION SERVICE GROUP

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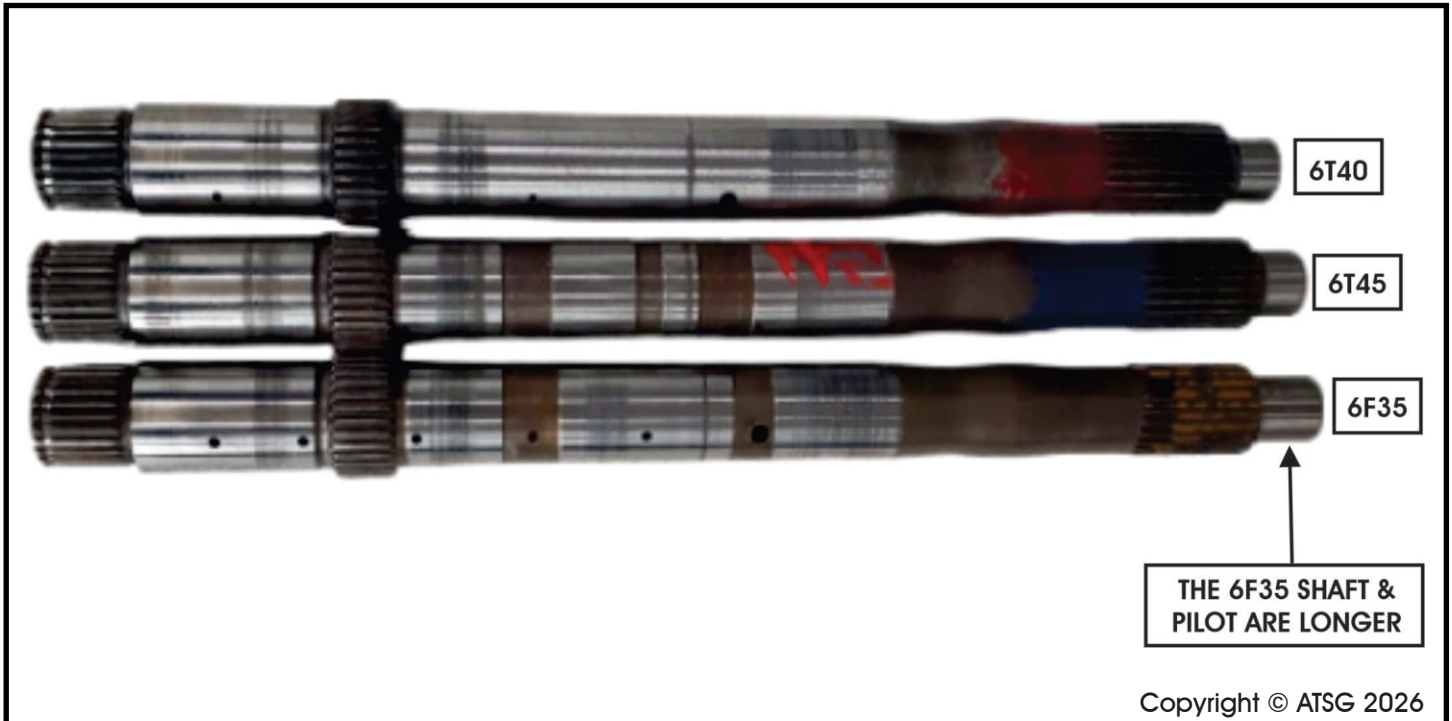


Figure 2



Figure 3

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Figure 4



Figure 5