

GENERAL MOTORS 200C

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Technical Service Information

ROAD TEST PROCEDURE

- Perform the road test following the sequence that is given below.
- MPH (KPH) shift points will vary with actual throttle position and driver habits.
- Compare the results of the test with shift speed chart information shown in Figure 2. Use these results and the diagnostic charts to evaluate the transmission.
- This test should only be performed when the traffic and road conditions permit.
- Observe all traffic safety regulations.

GARAGE SHIFT CHECK

- (1) Start the engine.
- (2) Depress the service brake pedal.
- (3) Move the gear selector lever to the "REVERSE" (R) position, and then to the "NEUTRAL" (N) position, and then to the "DRIVE" (D) position. Gear selections should be immediate, but should not be harsh.

UPSHIFTS AND TCC APPLY

- (1) Place the gear selector in "DRIVE" (D) position.
- (2) Accelerate using a steady throttle pressure, with the pedal at approximately 1/3 throttle.
- (3) Note the shift speeds and the gear engagements for both 2nd and 3rd gear.
- (4) Note the speed at which the TCC applies, and the quality of the TCC apply. This should occur with the transmission in 3rd gear. If the apply is never noticed, refer to the diagnostic charts.
NOTE: The converter clutch will not engage until engine coolant has reached a minimum of operating temperature of approximately 130 F.

PART THROTTLE DETENT DOWNSHIFTS

- (1) At vehicle speeds of 40-55 MPH (64-88 KPH), quickly depress the accelerator to a half open position and observe the following:
- (2) The converter clutch releases.
- (3) The transmission downshifts to 2nd immediately.

FULL THROTTLE DETENT DOWNSHIFTS

- (1) At vehicle speeds of 40-55 MPH (64-88 KPH), quickly depress the accelerator to a wide open position and observe the following:
- (2) The converter clutch releases.
- (3) The transmission downshifts to 2nd immediately.

MANUAL DOWNSHIFTS

- (1) At vehicle speeds of 40-55 MPH (64-88 KPH), release the accelerator pedal while moving the gear selector to "Second" (2) gear and observe the following:
- (2) The torque converter clutch releases.
- (3) The transmission downshift to 2nd gear should be immediate.
- (4) Engine should now slow vehicle down.
- (5) Move the selector to "Drive" (D) and accelerate to 25 MPH (40 KPH). Release the accelerator while moving the gear selector to "First" (1) gear and observe the following:
- (6) The torque converter clutch releases.
- (7) The transmission downshift to 1st gear should be immediate.
- (8) Engine should now slow vehicle down.

COASTDOWN DOWNSHIFT

- (1) With the gear selector in the "Drive" (D) position accelerate to 3rd gear with the TCC applied.
- (2) Release the accelerator pedal and lightly apply the brakes and observe the following:
- (3) The torque converter clutch releases.
- (4) Watch the downshift speeds and ensure that the downshifts occur.

MANUAL 2ND GEAR SELECTION

- (1) With vehicle stopped, place the gear selector in "Second" (2) gear, accelerate and observe the following:
- (2) The 1st to 2nd gear shift speed.
- (3) Accelerate to 30 MPH and ensure that a shift to 3rd gear does not occur.
- (4) The converter clutch should not apply.

MANUAL 1ST GEAR SELECTION

- (1) With vehicle stopped, place the gear selector in "First" (1) gear, accelerate and observe the following:
- (2) Accelerate to 20 MPH and ensure that no upshift occurs at all.
- (3) The converter clutch should not apply.

REVERSE GEAR SELECTION

- (1) With vehicle stopped, place gear selector into "Reverse" (R) and slowly accelerate to observe reverse gear operation.

Technical Service Information

CONDITION	INSPECT COMPONENT	FOR CAUSE
NO DRIVE IN DRIVE RANGE (Install Pressure Gage)	<ul style="list-style-type: none"> • Oil Level • Manual Linkage • Oil Pressure • Forward Clutch • Roller Clutch 	<ul style="list-style-type: none"> — Incorrect level. — External leaks. — Maladjusted. — Plugged or restricted oil screen. — Oil screen gasket off location. — Pump assembly - pressure regulator. — Pump drive gear - tangs damaged by converter. — Case - porosity in intake bore. — Piston cracked, seals missing, damaged; clutch plates burned; snap ring out of groove. — Oil seal rings missing or damaged on turbine shaft; leak in feed circuits; pump to case gasket mispositioned or damaged. — Clutch housing ball check stuck or missing. — Cup plug leaking or missing in the rear of the turbine shaft in the clutch apply passage. — Wrong forward clutch piston assembly or wrong number of clutch plates. — Feed orifice plugged in turbine shaft. — Springs missing. — Rollers galled or missing.
HIGH OR LOW PRESSURE (Refer To Oil Pressure Checks)	<ul style="list-style-type: none"> • Throttle Valve Cable • Throttle Valve Assembly No. 1 Ball Check • Pressure Regulator Valve & Spring • Manual Valve • Intermediate Boost Valve • Reverse Boost Valve 	<ul style="list-style-type: none"> — Misadjusted, binding, unhooked or broken. — Throttle lever and bracket assy. binding, unhooked or mispositioned. — Throttle valve or plunger valve binding. — Shift T.V. valve binding. — Missing or leaking. — Valve binding. — Wrong spring - check pressures. — Oil pressure control orifice in pump cover plugged, causing high oil pressure. — Pressure regulator bore plug leaking. — Unhooked. — Valve binding - pressures will be incorrect in intermediate and low ranges only. — Orifice in spacer plate at end of valve plugged. — Valve binding - pressures will be incorrect in reverse only. — Orifice in spacer plate at end of valve plugged.

Figure 6

AUTOMATIC TRANSMISSION SERVICE GROUP

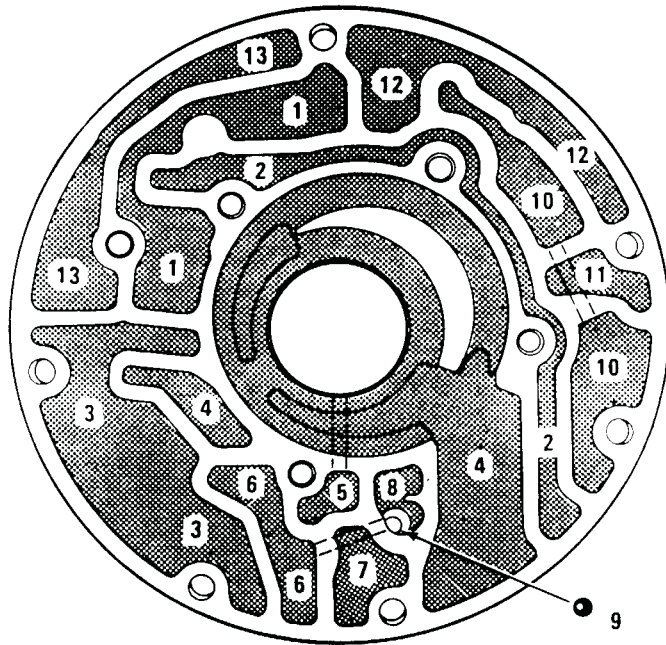
Technical Service Information

CONDITION	INSPECT COMPONENT	FOR CAUSE
NO ENGINE BRAKING IN L2 RANGE - 2ND GEAR	<ul style="list-style-type: none"> • Intermediate Boost Valve • Intermediate Rev. Ball Check (No. 3 Ball) • Shift T.V. Ball Check (No. 1 Ball) • Intermediate Servo Assy. • Intermediate Band 	<ul style="list-style-type: none"> — Binding in valve body. — Mispositioned or missing. — Mispositioned or missing. — Servo to cover oil seal ring missing or damaged. — Off anchor pin. — Broken or burned.
NO ENGINE BRAKING IN L1 RANGE - 1ST GEAR	<ul style="list-style-type: none"> • Low Overrun Clutch Valve • Low/Reverse Clutch Assy. 	<ul style="list-style-type: none"> — Binding in valve body. — Piston seals broken or missing. — Porosity in piston or housing. — Clutch housing snap ring out of case. — Cup plug or rubber seal missing or damaged between case and low reverse clutch housing.
NO PART THROTTLE DOWNSHIFT (Install Pressure Gage)	<ul style="list-style-type: none"> • Throttle Plunger Bushing • 2-3 Throttle Valve Bushing • Valve Body Gaskets • Spacer Plate • Throttle Valve Cable • Shift T.V. Valve • Throttle Valve 	<ul style="list-style-type: none"> — Passages not open. — Passages not open. — Mispositioned or damaged. — Hole plugged or undrilled. — Improperly set. — Binding. — Binding.
LOW OR HIGH SHIFT POINTS (Install Pressure Gage)	<ul style="list-style-type: none"> • Throttle Valve Cable • Throttle Valve • Shift T.V. Valve • T.V. Shift Ball, (No. 1 Ball) • Throttle Valve Plunger • 1-2 Or 2-3 Throttle Valves • Valve Body Gaskets 	<ul style="list-style-type: none"> — Binding or disconnected. — Binding. — Binding. — Missing or mispositioned. — Binding. — Binding in bushings. — Mispositioned or damaged.

Figure 11
AUTOMATIC TRANSMISSION SERVICE GROUP

Technical Service Information

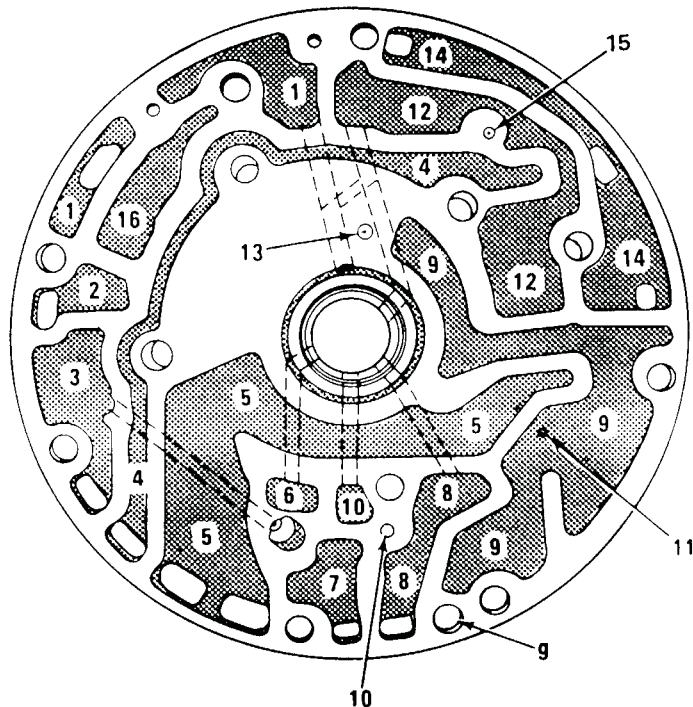
PUMP BODY OIL PASSAGES



ILL. NO.	DESCRIPTION
1	CONVERTER FEED
2	LINE BOOST
3	LINE
4	PUMP INTAKE
5	SEAL DRAIN BACK HOLE
6	REVERSE
7	DRIVE
8	3RD/REVERSE
9	CHECK BALL, 7.14 mm (.281")
10	DIRECT CLUTCH
11	FROM COOLER TO LUBE
12	CONVERTER TO COOLER
13	VOID

Figure 17

PUMP COVER OIL PASSAGES



ILL. NO.	DESCRIPTION
1	CONVERTER TO COOLER (T.C.C. APPLY)
2	FROM COOLER TO LUBE
3	DIRECT CLUTCH
4	LINE BOOST
5	PUMP INTAKE
6	3RD/REVERSE
7	DRIVE
8	REVERSE
9	LINE
10	SEAL DRAIN BACK HOLE
11	OIL PRESSURE CONTROL ORIFICE
12	CONVERTER FEED & T.C.C. RELEASE
13	AIR BLEED ORIFICE
14	VOID
15	RETAINING PIN HOLE
16	DIRECT CLUTCH TO T.C.C. ACTUATOR VALVE

Figure 18

AUTOMATIC TRANSMISSION SERVICE GROUP

Technical Service Information

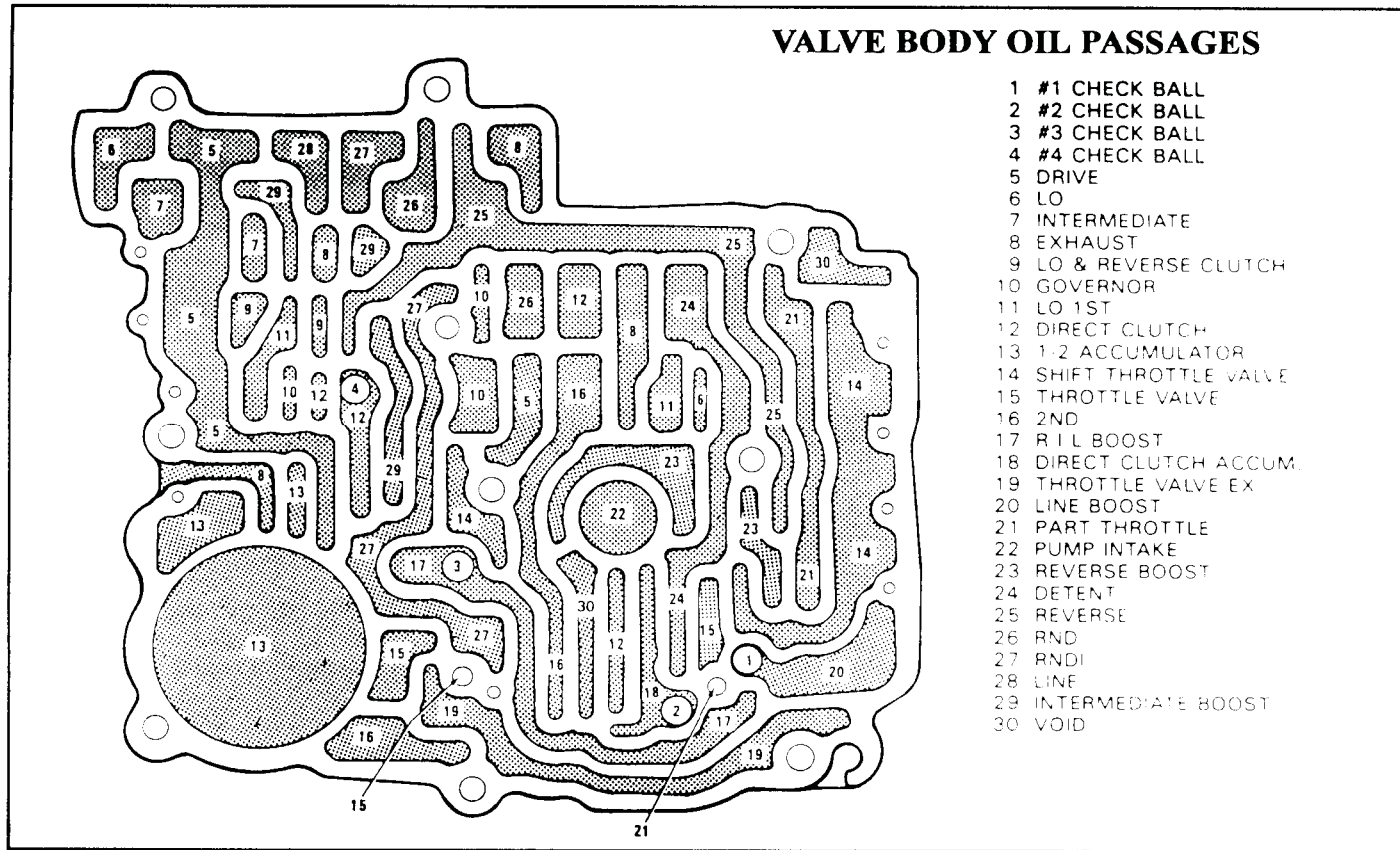


Figure 25

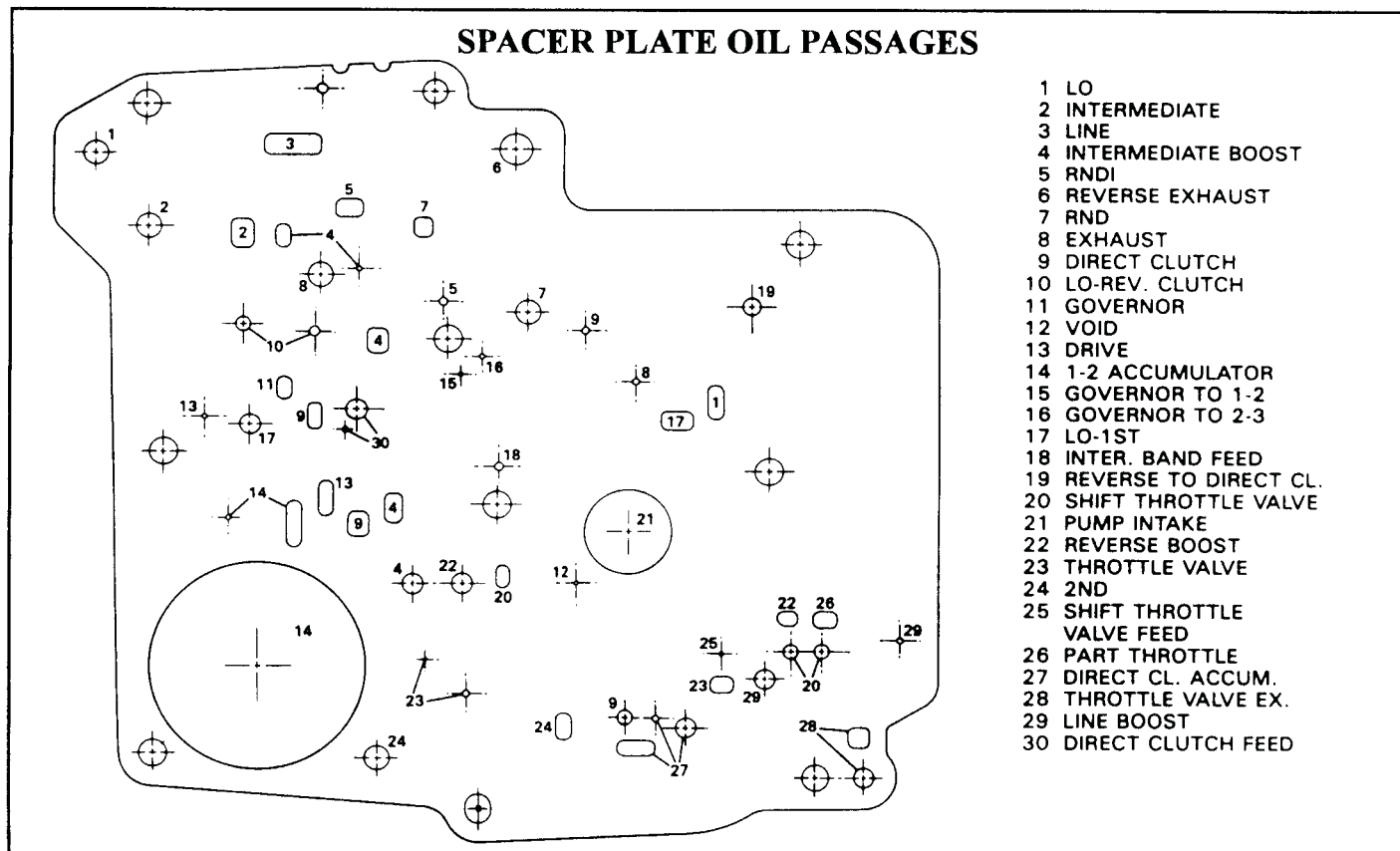


Figure 26

AUTOMATIC TRANSMISSION SERVICE GROUP

Technical Service Information

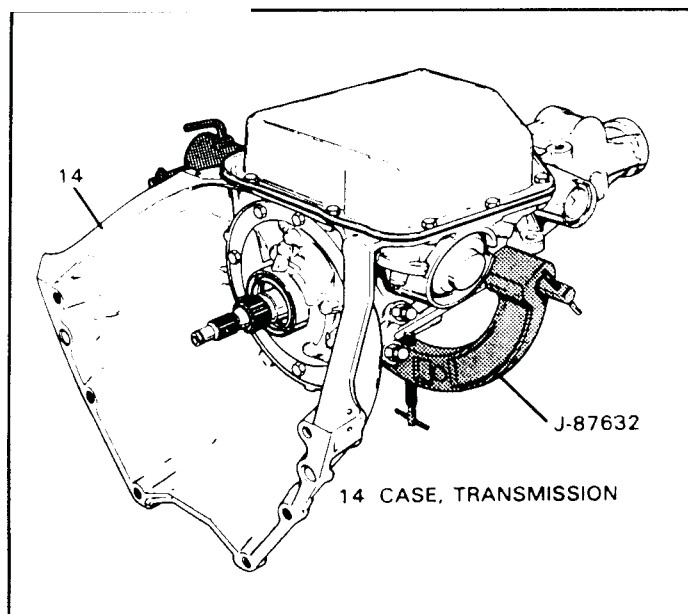
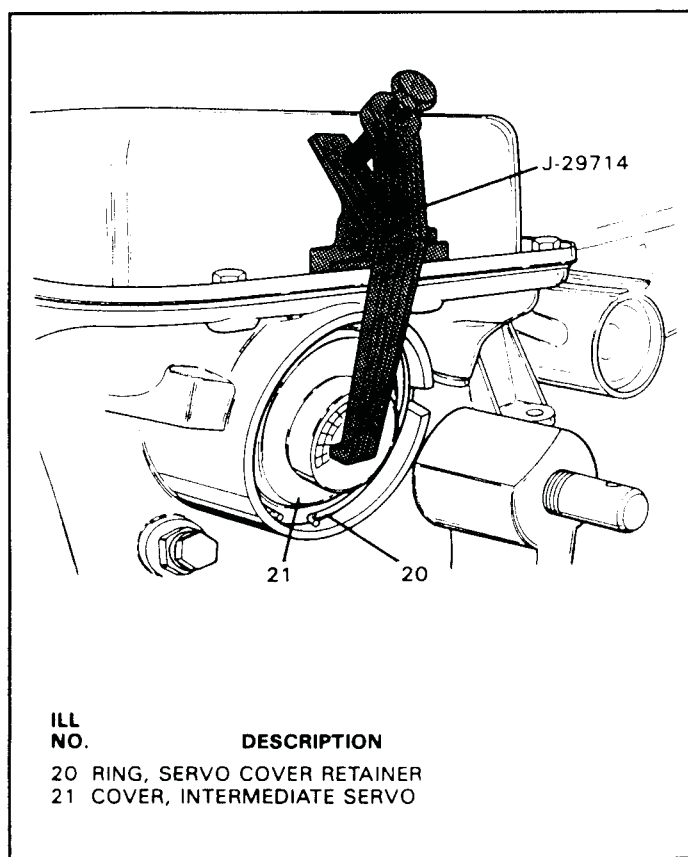


Figure 33



ILL NO.	DESCRIPTION
20	RING, SERVO COVER RETAINER
21	COVER, INTERMEDIATE SERVO

Figure 34

GENERAL SERVICE INFORMATION

- **OIL SEAL RINGS**
If any seal rings are damaged, cut or do not rotate freely in their groove, be certain to check the ring groove for debris, burrs, or damage.
- **THRUST WASHER SURFACES**
Thrust washers and bearing surfaces may appear to be polished. This is a normal condition, and should not be considered damage.
- **SNAP RINGS**
Do not over expand snap rings during removal and installation process.

TRANSMISSION DISASSEMBLY

MAIN CASE AND EXTERNAL PARTS

1. Thoroughly clean the exterior of the transmission before disassembly.
2. Remove the torque converter from transmission.
3. Install J-8763-02 holding fixture on transmission case, as shown in Figure 33.
4. Mount holding fixture and transmission into the base on work bench, as shown in Figure 33.
5. Drain the transmission through the rear of the transmission into a suitable drain pan.
6. Rotate the transmission with the bottom pan facing up, as shown in Figure 33.
7. Install servo cover compressor tool J-29714 on case with two oil pan bolts (See Figure 34).
8. Compress the servo cover using the bolt.
9. Remove the servo cover retaining ring, using a small screwdriver (See Figure 34).
10. Remove the servo compressor tool.
11. Remove the intermediate servo assembly from the case servo bore (See Figure 35).

SERVO PIN LENGTH

12. As a diagnostic aid, the servo pin length should now be checked for proper length.
13. Install J-25014-2 checking tool in intermediate servo bore, and retain with the servo cover snap ring, as shown in Figure 36. Align the retaining ring with gap at case slot.
14. Install pin J-25014-1, and assure tapered pin end is against band apply lug (See Figure 36).
15. Install dial indicator against top of J-25014-2 zero post, as shown in Figure 36.
16. Apply 100 in.lbs. to hex nut on the gaging tool as shown in Figure 36.
17. Use the servo pin selection chart in Figure 37 to determine the correct pin length.

AUTOMATIC TRANSMISSION SERVICE GROUP

Technical Service Information

ILL. NO.	DESCRIPTION
601	BAND, INTERMEDIATE
602	BUSHING, DIRECT CLUTCH (FRONT)
603	RETAINER, CHECK W/BALL
604	HOUSING, DIRECT CLUTCH & SEAL
605	BUSHING, DIRECT CLUTCH (REAR)
606	SEAL KIT, DIRECT CLUTCH
607	PISTON ASSEMBLY, DIRECT CLUTCH
608	RING, DIRECT CLUTCH APPLY
609	GUIDE, RELEASE SPRING
610	RETAINER & SPRING
611	RING, SPRING RETAINER (SNAP)
612	PLATE, DIRECT CLUTCH (FLAT STEEL) 2.324
613	PLATE, DIRECT CLUTCH (FLAT STEEL)
614	PLATE, DIRECT (FORWARD CLUTCH BACKING)
615	RING, SNAP (FORWARD CLUTCH HOUSING)
616	SEAL, RING (TURBINE SHAFT)
617	WASHER, DIRECT & FORWARD CLUTCH (THRUST)
618	SEAL, TURBINE SHAFT TO SELECTIVE WASHER
619	HOUSING ASSEMBLY, FORWARD CLUTCH
620	RETAINER, CHECK VALVE W/BALL
621	PLUG, CUP TURBINE SHAFT
622	SEAL KIT, FORWARD CLUTCH PISTON
623	PISTON, FORWARD CLUTCH W/RING
624	RING, FORWARD CLUTCH APPLY
625	RETAINER, FORWARD CLUTCH W/SPRING
626	RING, SNAP FORWARD SPRING RETAINER
627	PLATE, FORWARD CLUTCH (WAVED)
628	PLATE, FORWARD CLUTCH (FLAT STEEL) 2.045
629	PLATE, FORWARD CLUTCH BACKING
630	PLATE, FORWARD CLUTCH (FLAT STEEL) 6.30mm
631	RING, DIRECT CLUTCH PLATE HOUSING (SNAP)
632	WASHER, THRUST SELECTIVE (FRONT)
633	RING, OUTPUT SHAFT (SNAP)
634	WASHER, SELECTIVE
635	WASHER, FRONT INTERNAL GEAR
636	GEAR, FRONT INTERNAL /BUSHING
637	BUSHING, FRONT INTERNAL GEAR
638	BEARING, FRONT INTERNAL CARRIER THRUST
639	CARRIER, FRONT
640	BEARING, FRONT CARRIER SUN GEAR W/RACE
641	GEAR, FRONT SUN
642	RING, SNAP (DRUM TO SUN GEAR)
643	DRUM, INPUT
644	BUSHING, REAR SUN GEAR
645	GEAR, REAR SUN W/BUSHING
646	WASHER, THRUST (DRUM TO HOUSING)
647	RING, SNAP HOUSING TO CASE
648	BUSHING, REVERSE CLUTCH HSG. 53.13 X 9.53
649	HOUSING ASSEMBLY, LO & REVERSE CLUTCH
650	SPACER, REVERSE CLUTCH HOUSING
651	SEAL KIT, REVERSE CLUTCH
652	PISTON ASSEMBLY, LO & REVERSE CLUTCH
653	RING, LO & REVERSE
654	SPRING, REVERSE CLUTCH RELEASE (WAVE)
655	RETAINER, LO & REVERSE CLUTCH SUPPORT
656	RING, RETAINER REVERSE CLUTCH HSG. (SNAP)
657	PLATE, REVERSE CLUTCH (WAVED)
658	PLATE, REVERSE CLUTCH (FLAT)
659	PLATE, REVERSE CLUTCH (FACED)
660	RACE, LO ROLLER CLUTCH
661	ROLLER, LO CLUTCH
662	WASHER, REAR CARRIER TO LO ROLLER CL. THRUST
663	BUSHING, REAR CARRIER
664	CARRIER ASSEMBLY, REAR (COMPLETE)
665	WASHER, REAR CARRIER TO INT. GEAR THRUST
666	BEARING, THRUST (SUN GEAR TO INT. GEAR)
667	GEAR, REAR INTERNAL
668	SHAFT, OUTPUT W/BUSHING
669	CLIP, SPEEDO DRIVE GEAR
670	GEAR, SPEEDO DRIVE

Figure 50 Legend

AUTOMATIC TRANSMISSION SERVICE GROUP

Technical Service Information

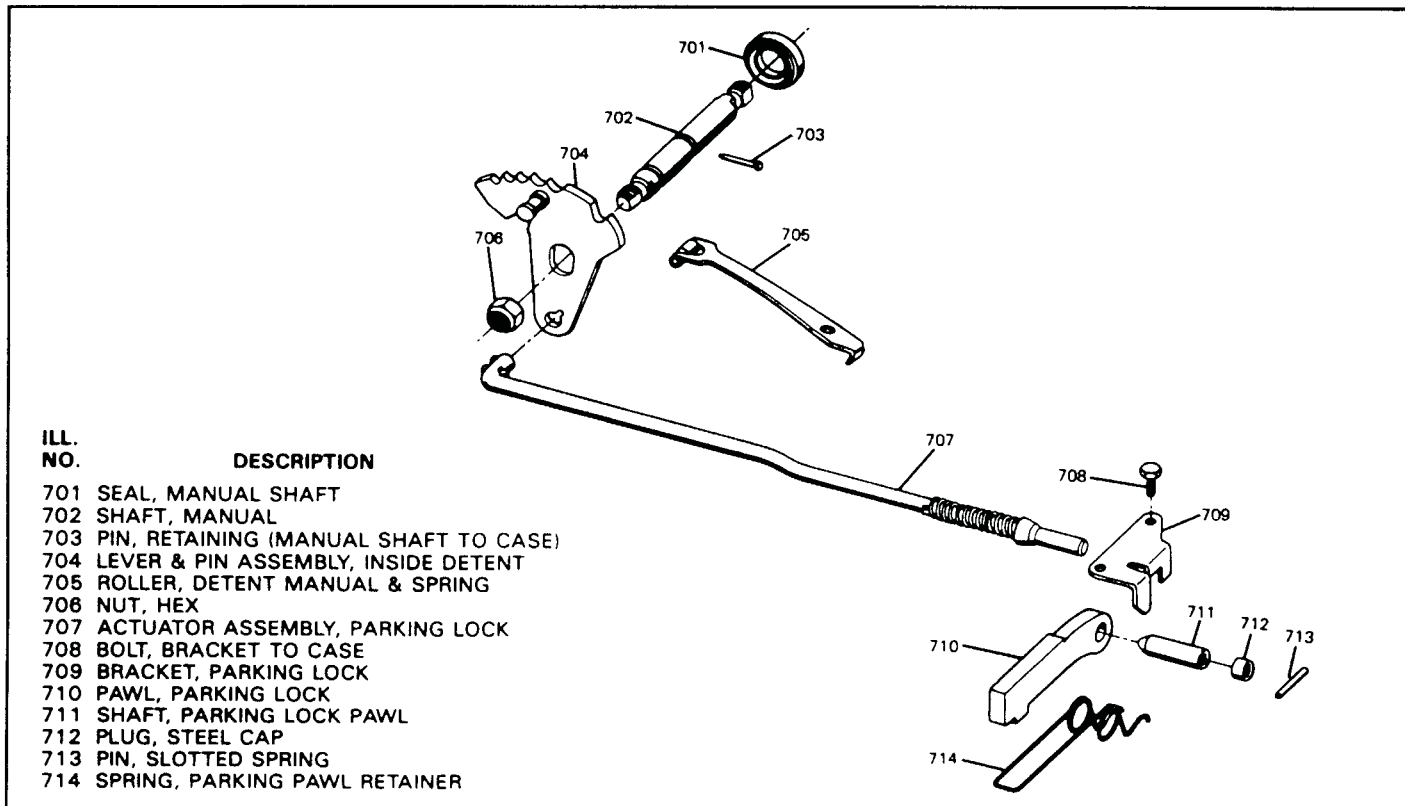


Figure 62

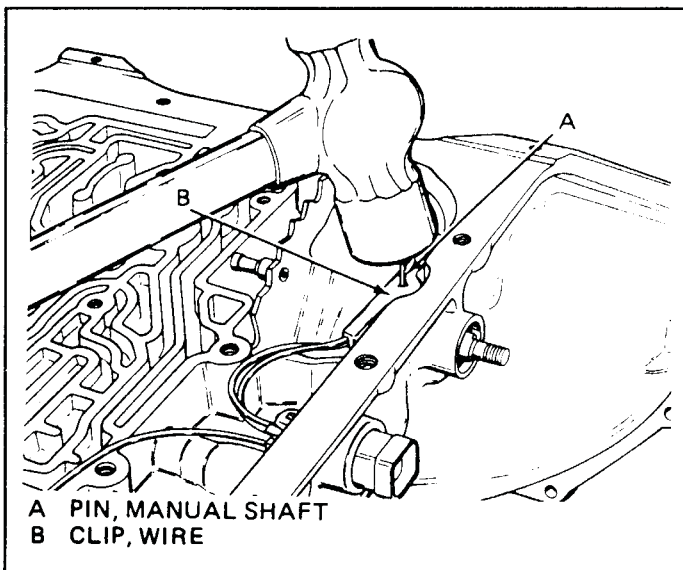


Figure 63

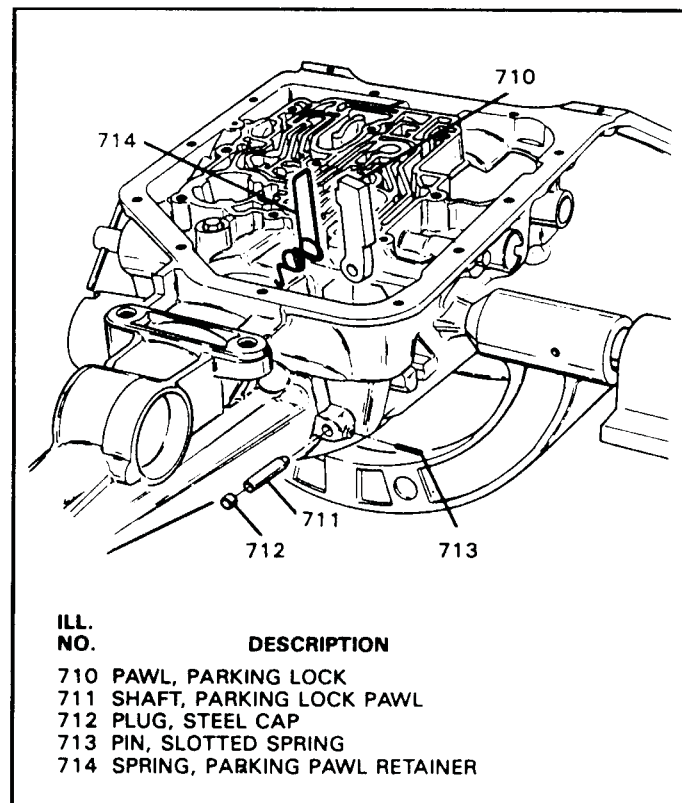


Figure 64

Technical Service Information

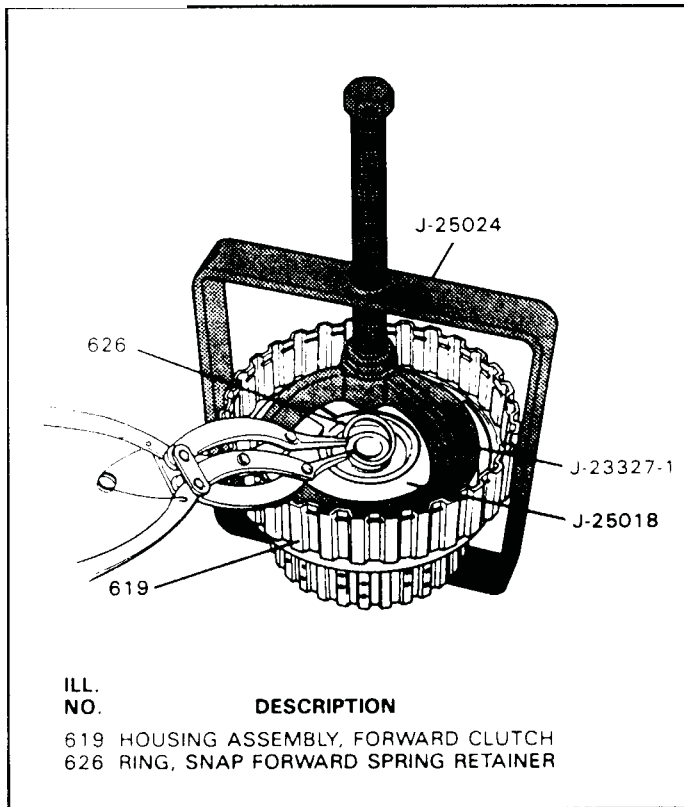


Figure 86

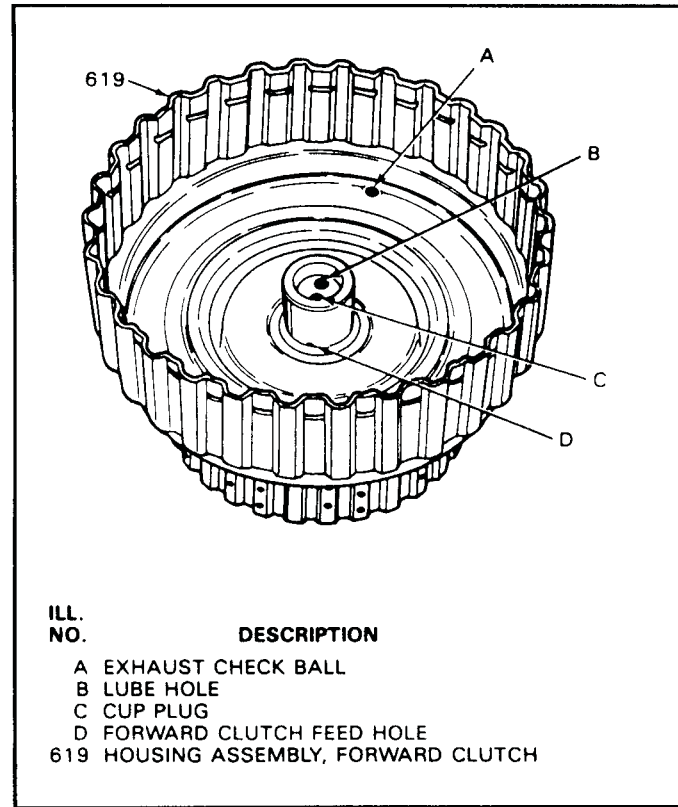


Figure 87

12. Install the forward clutch backing plate with inside bevel facing up, as shown in Figure 85.
13. Install the backing plate snap ring into the forward clutch housing.
14. Install the thrust washer (617) into forward clutch housing, as shown in Figure 84, and retain with a small amount of "Trans-Jel".
15. Air check the forward clutch housing by blowing compressed air into the passage between the sealing rings in the turbine shaft.
16. Insure that the ball capsule is not leaking and that the piston comes on with a dull thud, and no leaks past the lip seals.
17. Install the two sealing rings into the grooves in the turbine shaft (See Figure 84).
18. Set the completed forward clutch housing aside for now, until we have the direct clutch housing done.

(Continued on Page 50)

Technical Service Information

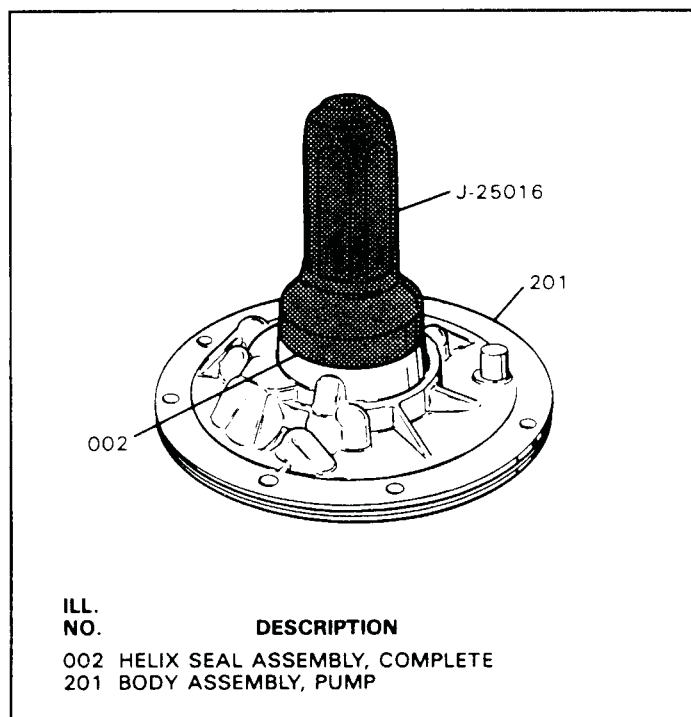


Figure 96

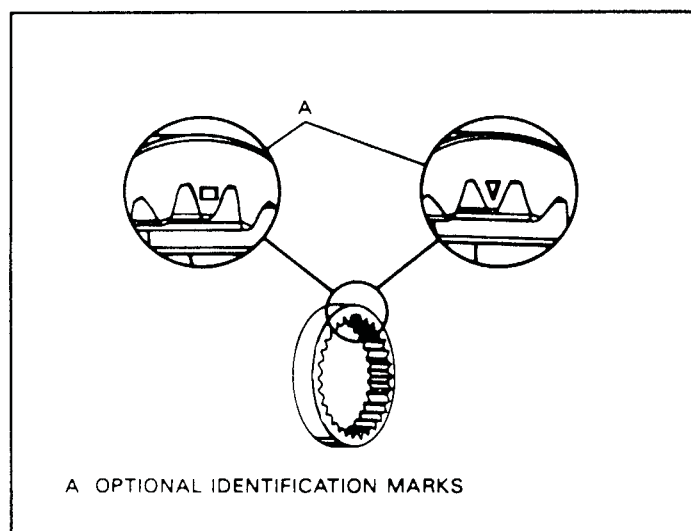


Figure 97

OIL PUMP ASSEMBLY

1. Clean all oil pump parts thoroughly and blow dry with compressed air.
2. Install new pump body bushing, if necessary, into using bushing driver or press.
3. Install new front pump seal into pump body using seal driver, as shown in Figure 96.
4. Install TCC screen and orifice cup plug into the pump body in location shown in Figure 98, if it was removed. This cup plug **MUST** be there and the screen **MUST** be free of debris, or you will have Lock-Up problems.

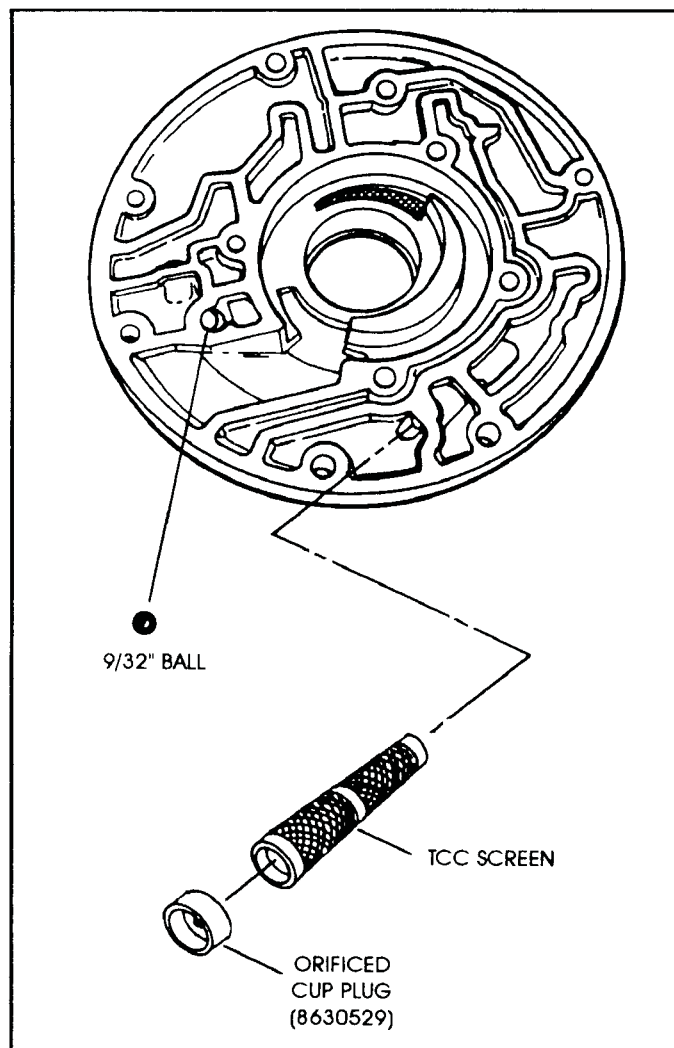


Figure 98

5. Install the outer pump gear into the pump body with the identification marks (See Figure 97) facing "DOWN" towards the pump pocket.
6. Install the inner pump gear into the pump body with the identification marks on the drive tangs facing "UP" towards the pump cover.
7. Lubricate the pump gears with transmission fluid.
8. Install the 9/32" (.281") checkball into the pump body in the location shown in Figure 98.
9. This checkball **MUST** be 9/32" (.281") diameter and no smaller. Retain the checkball with small "Trans-Jel".

(Continued on Page 54)

Technical Service Information

FRONT END PLAY SELECTIVE WASHER CHART

Thickness (mm)	Thickness (in.)	Identification		Part Number
		Number	Color	
1.66 - 1.77	0.065 - 0.070	1	—	8639291
1.79 - 1.90	0.070 - 0.075	2	—	8639292
1.92 - 2.03	0.076 - 0.080	3	Black	8639293
2.05 - 2.16	0.081 - 0.085	4	Lt. Green	8639294
2.18 - 2.29	0.086 - 0.090	5	Scarlet	8639295
2.31 - 2.42	0.091 - 0.095	6	Purple	8639296
2.44 - 2.55	0.096 - 0.100	7	Cocoa Brown	8639297
2.57 - 2.68	0.101 - 0.106	8	Orange	8639298
2.70 - 2.81	0.106 - 0.111	9	Yellow	8639299
2.83 - 2.94	0.111 - 0.116	10	Lt. Blue	8639300
2.96 - 3.07	0.117 - 0.121	11	Blue	8639301
3.09 - 3.20	0.122 - 0.126	12	—	8639302
3.22 - 3.33	0.127 - 0.131	13	Pink	8639303
3.35 - 3.46	0.132 - 0.136	14	Green	8639304
3.48 - 3.59	0.137 - 0.141	15	Gray	8639305

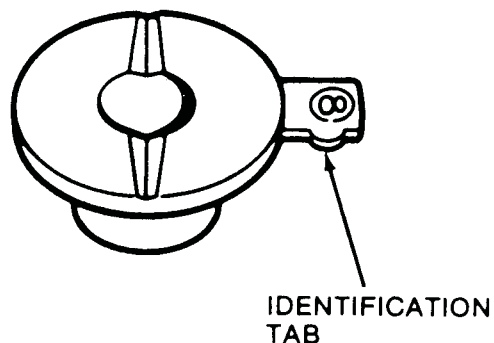


Figure 106

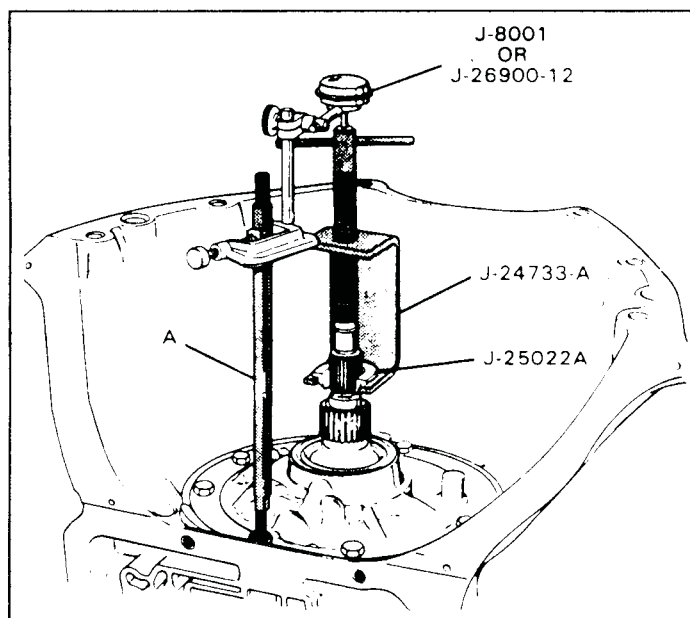


Figure 107

FRONT END PLAY MEASUREMENT

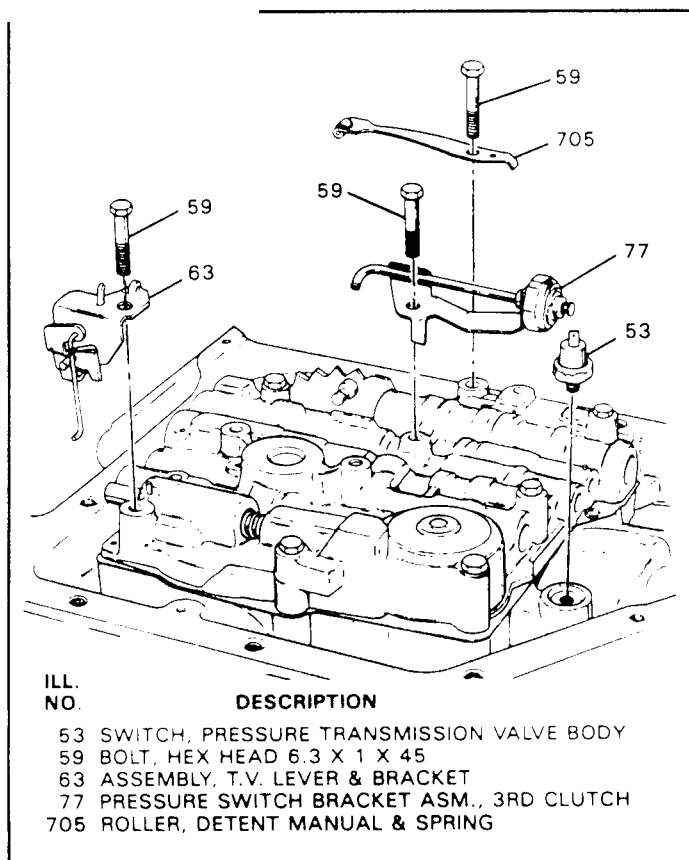
1. Install dial indicator and the turbine shaft lifting tool on transmission, as shown in Figure 107.
2. Remove all rear end play by turning the adjusting screw in on the holding fixture on the rear of the transmission.
3. Set the dial indicator to zero.
4. Pull the turbine shaft upward with the lifting tool (See Figure 107), and read front end play.
5. Front end play should be .015" to .025".

NOTE:

REAR END PLAY SHOULD ALREADY HAVE BEEN RECORDED. NEVER LET REAR END PLAY EXCEED FRONT END PLAY.

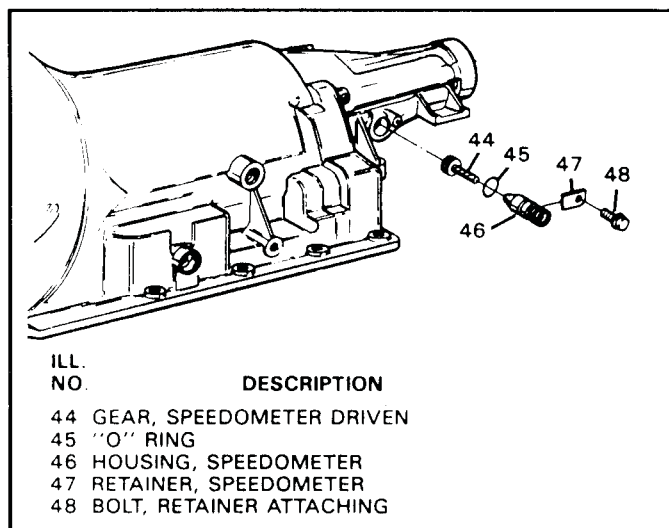
6. If more or less end end play is required, select the proper thrust washer from the chart in Figure 106 and install. The selective washer which controls front end play is placed on top of the output shaft before the drums are installed, and is shown in Figure 106.

Technical Service Information



ILL. NO.	DESCRIPTION
53	SWITCH, PRESSURE TRANSMISSION VALVE BODY
59	BOLT, HEX HEAD 6.3 X 1 X 45
63	ASSEMBLY, T.V. LEVER & BRACKET
77	PRESSURE SWITCH BRACKET ASM., 3RD CLUTCH
705	ROLLER, DETENT MANUAL & SPRING

Figure 118



ILL. NO.	DESCRIPTION
44	GEAR, SPEEDOMETER DRIVEN
45	"O" RING
46	HOUSING, SPEEDOMETER
47	RETAINER, SPEEDOMETER
48	BOLT, RETAINER ATTACHING

Figure 120

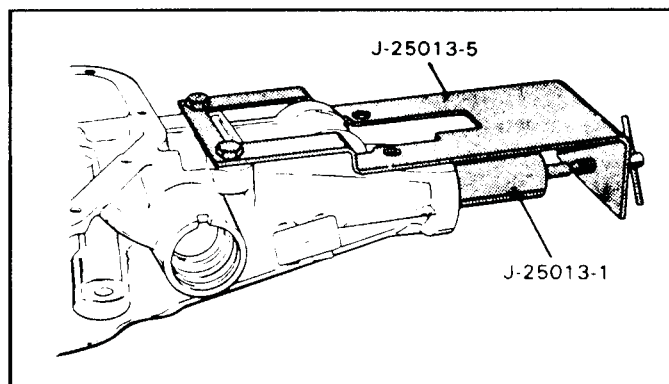
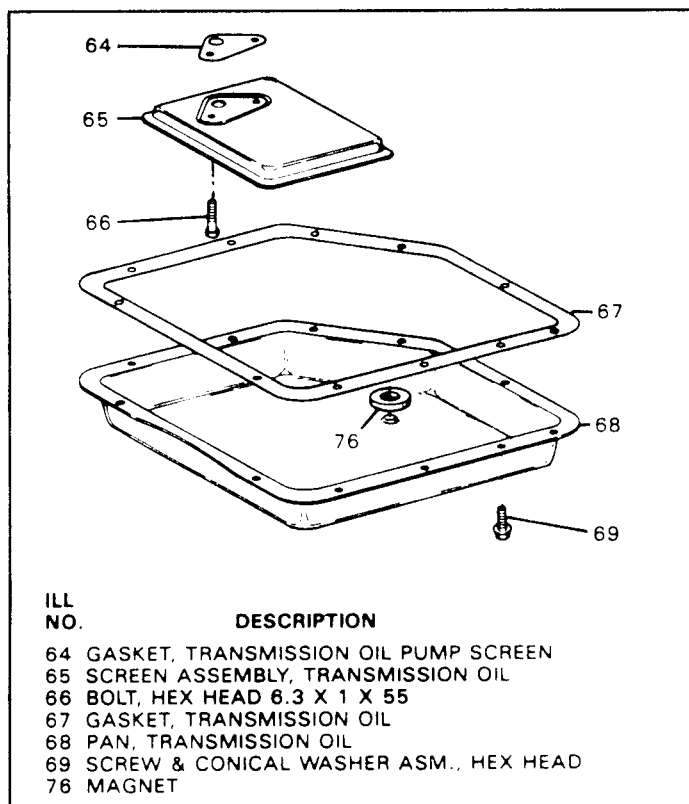


Figure 121

(Continued from Page 63)



ILL. NO.	DESCRIPTION
64	GASKET, TRANSMISSION OIL PUMP SCREEN
65	SCREEN ASSEMBLY, TRANSMISSION OIL
66	BOLT, HEX HEAD 6.3 X 1 X 55
67	GASKET, TRANSMISSION OIL
68	PAN, TRANSMISSION OIL
69	SCREW & CONICAL WASHER ASM., HEX HEAD
76	MAGNET

Figure 119

15. Install manual detent roller and spring assembly as shown in Figure 118.
16. Install the throttle lever and bracket assembly and retain with valve body bolt (See Figure 118).
17. Install the 3rd clutch pressure switch, as shown in Figure 118.
18. Install the remaining valve body bolts and torque to 11 ft.lbs.
19. Install governor pressure switch (If Used), and connect all wires, and install into clips.
20. Install new filter and gasket and torque the bolts to 11 ft.lbs. (See Figure 119).
21. Install new pan gasket and bottom pan and torque bolts to 12 ft.lbs.
22. Install speedometer driven gear and housing into case bore and torque bolt to 8 ft.lbs., as shown in Figure 120.
23. Remove output shaft holding fixture from the rear of transmission (See Figure 121).

Technical Service Information

THM 200C NO CONVERTER CLUTCH APPLY, OR HARSH CONVERTER CLUTCH APPLY

CHANGE: Beginning on October 8, 1986 (Julian Date 281), a new design turbine shaft that incorporates a ball capsule to cushion converter clutch apply, was introduced on ALL 1987 model THM 200C transmissions, as shown in Figure 123.

This change made it necessary to remove the orifice cup plug (222), shown in Figure 124, that was used to cushion converter clutch apply on ALL PREVIOUS model THM 200C transmissions.

INTERCHANGEABILITY:

- (1) If you are using the new design turbine shaft with the ball capsule, the orifice cup plug (222) shown in Figure 124, **MUST BE REMOVED.**

IF YOU INSTALL THE NEW DESIGN TURBINE SHAFT WITH ORIFICE CUP PLUG (222) IN THE TRANSMISSION, NO CONVERTER CLUTCH OR EXTREMELY LATE CONVERTER CLUTCH WILL BE THE COMPLAINT.

- (2) If you are using the previous turbine shaft without the ball capsule, the orifice cup plug (222) shown in Figure 124, **MUST BE PRESENT.**

IF YOU INSTALL THE PREVIOUS DESIGN TURBINE SHAFT WITHOUT ORIFICE CUP PLUG (222) IN THE TRANSMISSION, HARSH CONVERTER CLUTCH APPLY WILL BE THE COMPLAINT.

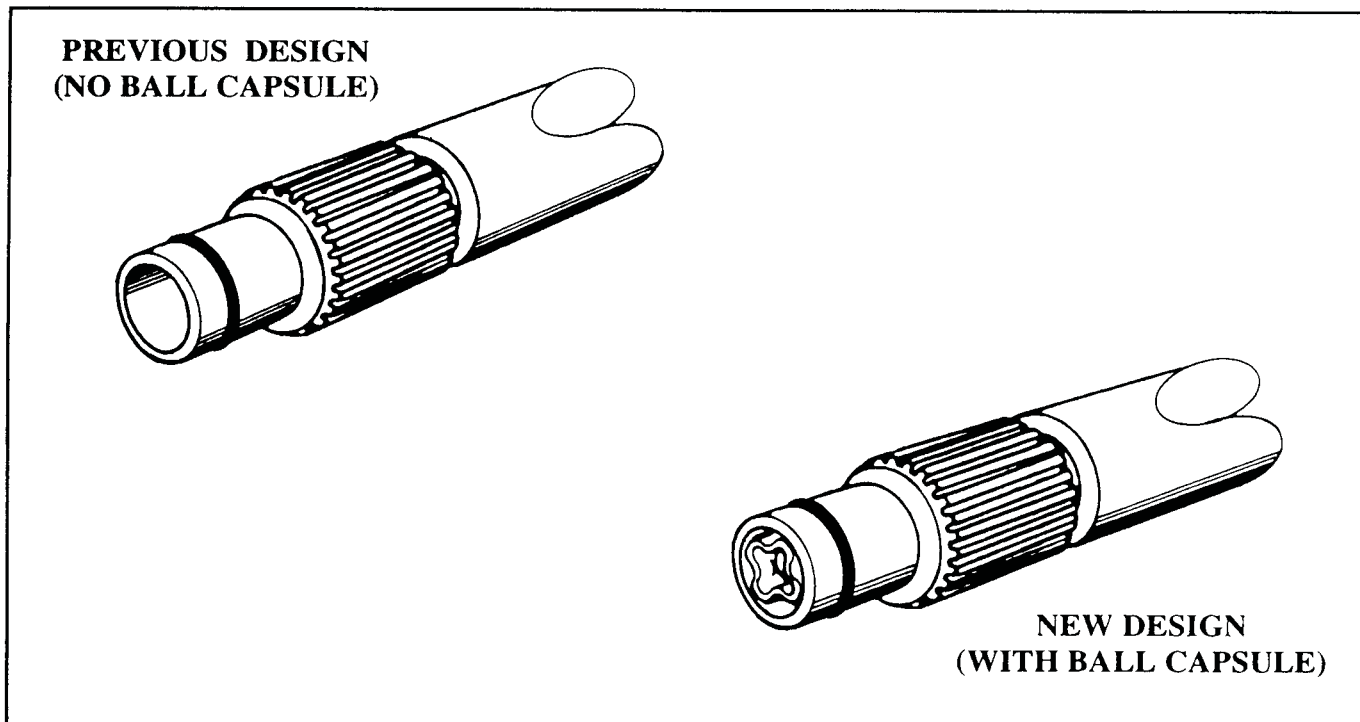


Figure 123

AUTOMATIC TRANSMISSION SERVICE GROUP

Technical Service Information

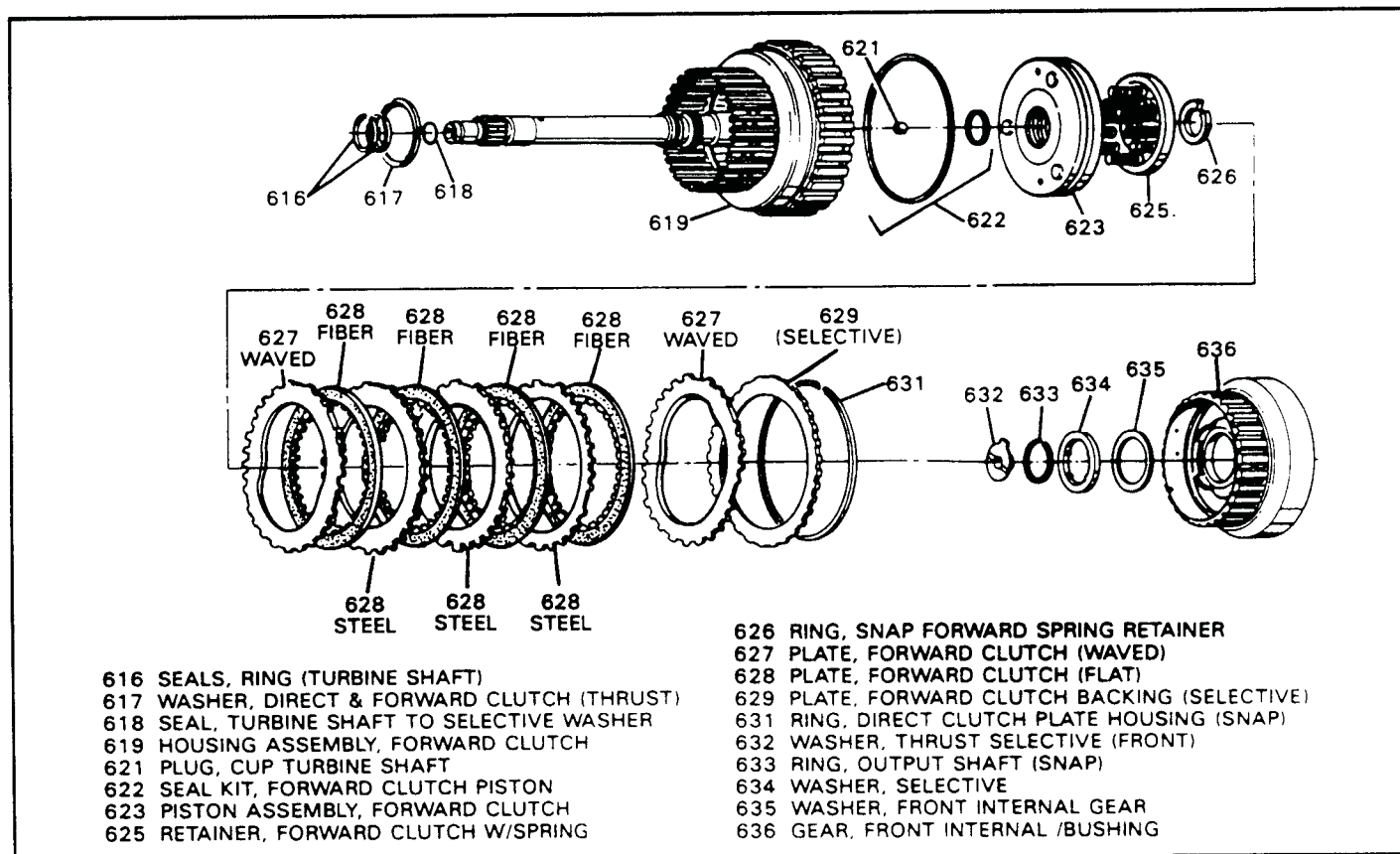


Figure 128

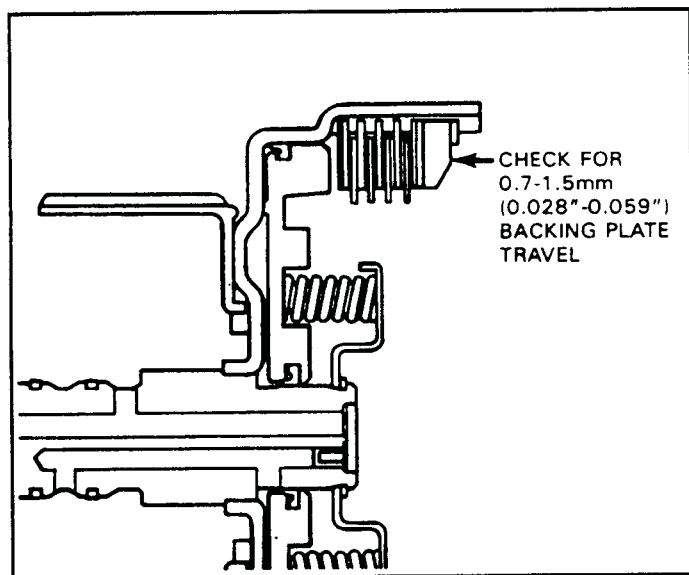


Figure 129

FORWARD CLUTCH BACKING PLATE SELECTION	
ALL MODELS	
BACKING PLATE TRAVEL = 0.7mm - 1.5mm (0.028" - 0.059")	
PLATE THICKNESS	IDENTIFICATION
3.70mm - 4.15mm (.146" - .163")	7
4.25mm - 4.70mm (.167" - .185")	6
4.80mm - 5.25mm (.189" - .207")	X
5.35mm - 5.80mm (.211" - .228")	5
5.90mm - 6.35mm (.232" - .250")	4

Figure 130