

Transmission Type....4T65-E



Clutch Clearances

Forward Clutch.....	.028-.048"	.....	See Note
Intermediate Clutch .....	.042-.072"	.....	See Note
Direct Clutch .....	.035-.060"	.....	See Note
Low/Reverse Clutch			
Reverse Clutch			
Overrun Clutch			
Overdrive Clutch .....	.014-.024"	.....	See Note

NOTE

Not Adjustable; change clearance by mixing early and late steels.

Band Adjustment

Forward Band .....	.187-.250"	.....	Not Adjust.
1-2 Band .....	.187-.250"	.....	Not Adjust.
Reverse Band .....	.187-.250"	.....	Not Adjust.
Overdrive Band			

Adjusted By:

Torque Specifications

Pump Cover to Pump Body	70 In Lbs.
Pump Cover to Case Cover	106 In Lbs.
Pump Body to Case	11 Ft Lbs.
Valve Body	
Valve Body To Case	106 In Lbs.
Differential Cover To Case	
Pan	10 Ft Lbs.
Center Support	
Extension Housing	26 Ft Lbs.
Drive Sprocket Support	18 Ft Lbs.
Overdrive Support	
Chain Cover (6mm Bolts)	106 In Lbs.
(8mm Bolts)	18 Ft Lbs.
Forward Band Servo Cover	106 In Lbs.
Manual 2-1 Band Servo Cover	18 Ft Lbs.
Accumulator Cover	106 In Lbs.
Sidecover Bolts	18 Ft Lbs.
Ring Gear Bolts	

Unit Endplays

Front Unit .000-.006"	Front Unit	Thrust Washer
Middle Unit		
Rear Unit		
Differential .005-.025"	Carrier to Case	Washer
Output Shaft		

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Clutch & Band/Solenoid Operation Charts

GEAR		4TH CLUTCH	REVERSE BAND	2ND CLUTCH	3RD CLUTCH	3RD SPRAG	INPUT CLUTCH	INPUT SPRAG	2-1 MANUAL BAND	1-2 SUPPORT ROLLER CLUTCH	FORWARD BAND
Reverse			Applied				Applied	Holding			
DRIVE	First						Applied	Holding		Holding	Applied
	Second			Applied			Applied*	Overrunning		Holding	Applied
	Third			Applied	Applied	Holding				Overrunning	Applied*
	Fourth	Applied		Applied	Applied*	Overrunning				Overrunning	Applied*
3	First						Applied	Holding		Holding	Applied
	Second			Applied			Applied*	Overrunning		Holding	Applied
	Third			Applied	Applied	Holding	Applied	Holding		Overrunning	Applied*
2	First						Applied	Holding	Applied	Holding	Applied
	Second			Applied			Applied*	Overrunning	Applied	Holding	Applied
1	First				Applied	Holding	Applied	Holding	Applied	Holding	Applied
* Applied or holding with no load											

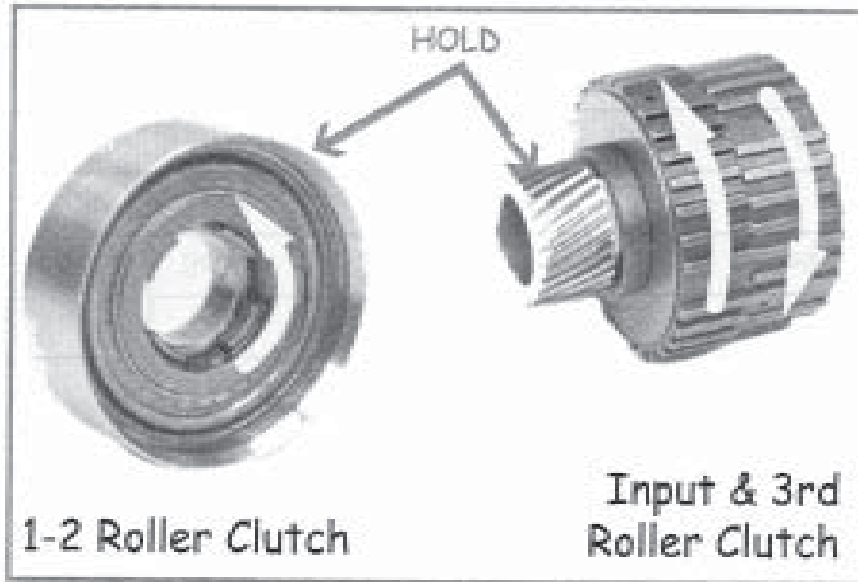
SOLENOID APPLICATION CHART		
Gear	1-2 Shift Solenoid	2-3 Shift Solenoid
1st	On	On
2nd	Off	On
3rd	Off	Off
4th	On	Off

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Technical Tips For Rebuilding This Unit



1-2 Roller Clutch

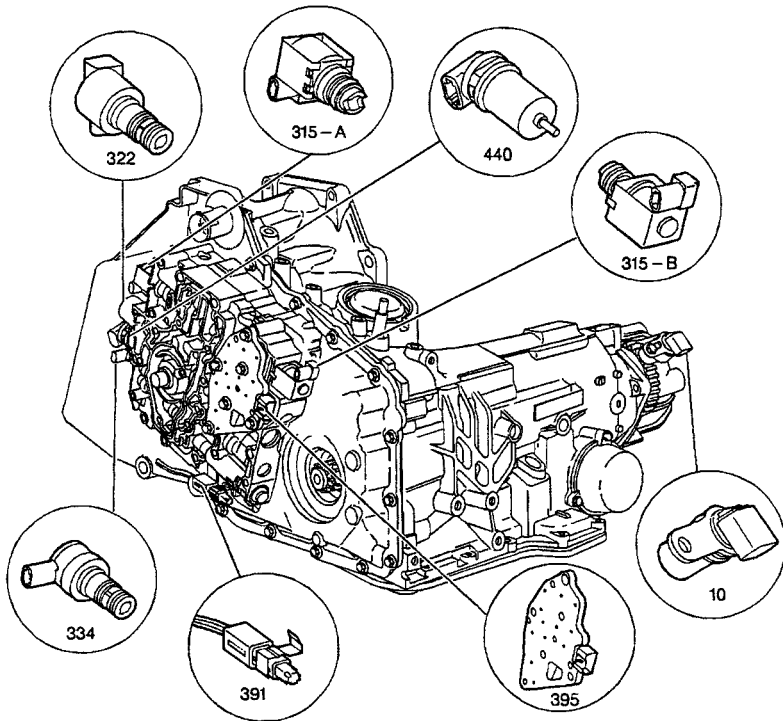
Input & 3rd
Roller Clutch

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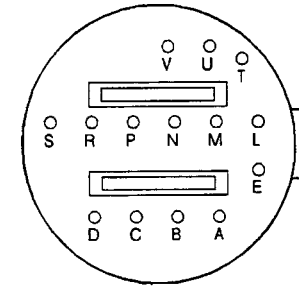
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Solenoid & Harness Information



- 10 Vehicle Speed Sensor Assembly
- 315A 1-2, 3-4 Shift Solenoid Valve Assem.
- 315B 2-3 Shift Solenoid Valve Assem.
- 322 Pressure Control Solenoid Valve Assem.
- 334 TCC PWM Solenoid Valve Assembly
- 391 Transaxle Fluid Temperature Sensor
- 395 Fluid Pressure Manual Valve Position Switch Assem.
- 440 Input Speed Sensor Assembly

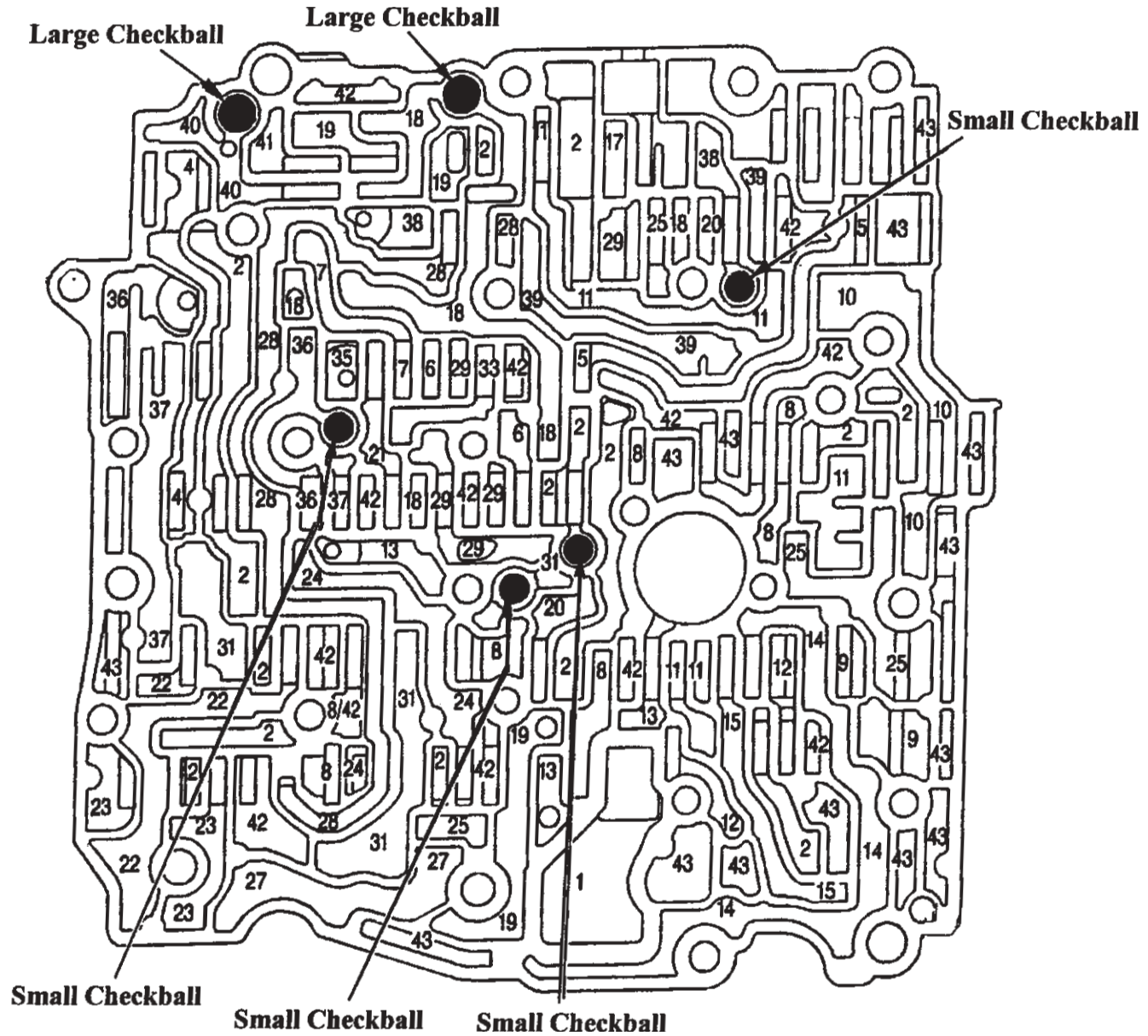


Letter	Wire Color	Description	Resistance
A	Light Green	1-2 Shift Solenoid	19 - 31 Ohms
B	Yellow	2-3 Shift Solenoid	19 - 31 Ohms
C	Purple	Pressure Control Solenoid (+)	3.5 - 4.6 Ohms
D	Light Blue	Pressure Control Solenoid (-)	-
E	Red	Solenoid Power	-
L	Brown	Transmission Fluid Temperature Sensor (+)	-
M	Grey	Transmission Fluid Temperature Sensor (-)	-
N	Pink	Range Signal A	-
P	Orange	Range Signal C	-
R	Blue	Range Signal B	-
S	Black	Input Shaft Speed Sensor	893 - 1127 Ohms
T	Brown	TCC/PWM Solenoid	10 - 15 Ohms
U	White	TCC Release Switch	-
V	Dark Green	Input Shaft Speed Sensor	-

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Checkball Locations Valve Body

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Checkball Locations Case Cover

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