

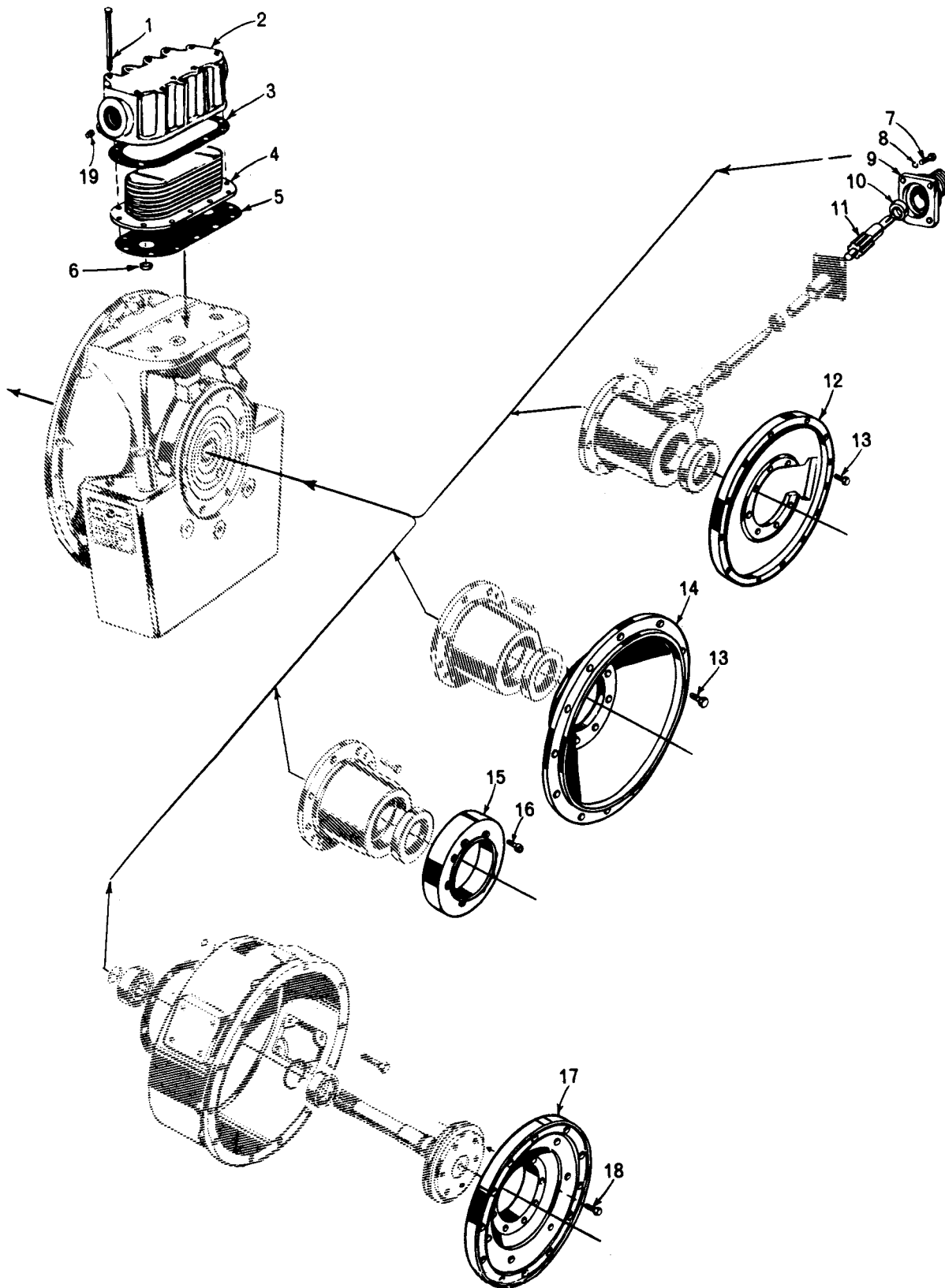


FIG. 7-1. TC 200-300 SERIES OIL COOLER OPTIONS, CABLE DRIVE ADAPTER OPTION, REAR DISCONNECT CLUTCH ADAPTER OPTION, AND MOUNTING PLATE OPTIONS

GROUP A

OIL COOLER, OPTION 6836686, FIGURE 7-1

REF NO	NOMENCLATURE	PART NO	REQ	RECOMMENDED SPARES FOR UNITS		
				1-3	4-10	11-25
1	BOLT, HX HD, 5/16-18 X 3 3/4, CLS 2	186271	12	12	24	36
2	COVER, OIL COOLER	6755488	1			1
3	GASKET, OIL COOLER COVER	6754299	1	1	3	10
4	CORE ASSY, OIL COOLER	8522609	1		1	2
5	GASKET, OIL COOLER	6754314	1	1	3	10
6	PLUG, ORIFICE, .218 DIA, SEE SPI 136, TC200 ONLY	6756658	1		1	2
6	PLUG, ORIFICE, .312 DIA, SEE SPI 136, TC 300 ONLY	6756659	1		1	2
7-18	NOT USED IN THIS GROUP.					
19	PLUG, 1/4 NPTF, SQ HD PIPE	444576	1		1	2

GROUP B

CABLE DRIVE ADAPTER FOR ACCESSORY DRIVE, OPTION 6755877, FIGURE 7-1

1-6	NOT USED IN THIS GROUP.					
7	BOLT, HX HD, 5/16-18 X 1 1/8, CLS 2	179819	4	4	8	12
8	WASHER, LOCK, 5/16	103320	4	4	8	12
9	ADAPTER, CABLE DRV	6752033	1			1
10	SEAL, OIL, .50 ID	6752035	1	1	3	10
11	SHAFT, CABLE DRV ADPTR	6752034	1		1	2
12-19	NOT USED IN THIS GROUP.					

GROUP C

MOUNTING PLATE, OPTION 6757007, FIGURE 7-1

1-11	NOT USED IN THIS GROUP.					
12	PLATE, MNTG, USE ON CONVERTERS PRIOR TO S/N 6482	6756362	1			1
13	BOLT, HX HD, SELF-LOCKING, 1/2-13 X 3 1/4, CLS 2, USE ON CONVERTERS PRIOR TO S/N 6482.	9409227	8	8	16	24
14-19	NOT USED IN THIS GROUP.					

GROUP D

MOUNTING PLATE, OPTION 6757009, FIGURE 7-1

1-12	NOT USED IN THIS GROUP.					
13	BOLT, HX HD, SELF-LOCKING, 1/2-13 X 3 1/4, CLS 2	9409227	8	8	16	24
14	PLATE, MNTG	6756947	1			1
15-19	NOT USED IN THIS GROUP.					

GROUP E

MOUNTING PLATE, FOR TC-248, FIGURE 7-1

1-14	NOT USED IN THIS GROUP.					
15	PLATE, MNTG	6756864	1			1
16	BOLT, HX SCKT HD, 1/2-13 X 3 3/4	147465	8	8	16	24
17-19	NOT USED IN THIS GROUP.					

GROUP F

REAR DISCONNECT CLUTCH ADAPTER, OPTION 6756685, FIGURE 7-1

1-16	NOT USED IN THIS GROUP.					
17	ADAPTER, REAR DISCONNECT CLU	6756119	1			1

CONTINUED ON NEXT PAGE

GROUP F CONT

REAR DISCONNECT CLUTCH ADAPTER, OPTION 6756685, FIGURE 7-1

REF NO	NOMENCLATURE	PART NO	REQ	RECOMMENDED SPARES FOR UNITS		
				1-3	4-10	11-25
18	BOLT, HX HD, SELF-LOCKING, 1/2-20 X 1 1/2, CLS 2	9409060	6	6	12	18
19	NOT USED IN THIS GROUP.					

**SUPPLEMENTAL PARTS INFORMATION
(SPI)**

SPI 127
Page 1 of 1
May 17, 1954

SUBJECT: TORQMATIC CONVERTERS - ALL 200 SERIES
MODELS. SERVICE REPLACEMENT STATOR
THRUST WASHERS OF CERTAIN EARLY
PRODUCTION UNITS.

REFERENCE: Transmission Engineering Memorandum,
Serial No. 434 A-B, dated April 12, 1954.

In order to improve the wear characteristics of the stator
thrust washers where high torque multiplication for long periods
is involved, improved thrust washers have been incorporated
on the 200 Series Torqmatic Converters.

All 200 Series Torqmatic Converters, S/N 4803 and below,
except 4768, should have both thrust washers replaced in the
event disassembly should be required for any reason.

Parts Involved:

<u>Name</u>	<u>Old Part No.</u>	<u>New Part No.</u>
Washer, Rear Thrust	CEX-7990	6756233
Washer, Pump Thrust	3709044	6756629

The following unit serial numbers are affected by this change:

4600	4691	4779	4790
4601	4714	4780	4791
4602	4721	4781	4792
4625	4725	4782	4799
4668	4776	4783	4800
4669	4777	4788	4801
4672	4778	4789	4802
			4803

Service Manager - Transmissions

SPI 136

Page 1 of 6

August 9, 1954

SUBJECT: TORQMATIC CONVERTER - TC-200 & 300 SERIES -
HYDRAULIC CIRCUITS AND OPERATING PRESSURES.

There are three (3) types of approved hydraulic circuits that are recommended for the subject converters.

1. Integral Heat Exchanger with or without the Integral By-Pass Valve (See S. P. I. No. 175 for Information on Integral By-Pass Valve).

The integral heat exchanger is approved for all applications and will maintain pressures within required limitations. Use of an integral heat exchanger requires use of an orifice in the converter "in" (see sketch) line. Orifice P/N 6756658 with a 7/32" diameter hole, is used with all TC-200 Series Converters. Orifice P/N 6756659 with a 5/16" diameter hole, is used with all TC-300 Series Converters. See sketch for correct flow of water through heat exchanger.

2. Remote Heat Exchanger and External By-Pass Valve (Units below Serial No. 8073).

The remote heat exchanger circuit must have a minimum oil line size of 5/8" I.D., and must have an approved * pressure by-pass valve set for initial opening at 55 plus-minus 5 psi, mounted at the converter oil "out" connection (see below for exceptions) and piped to discharge into the converter oil "in" line. This is for the purpose of controlling converter charging pressure during cold weather starts. This is necessary in order to prevent excessive converter pressure when starting at low ambient temperatures, which could damage the converter.

Exception to location of pressure relief valve

On Detroit Diesel Engine applications, due to peculiarities in the installation, it has been necessary to locate the by-pass valve at the cooler instead of at the converter. The relocation of the by-pass valve in this case has been approved by Allison.

On other installations, if remote mounting of the by-pass valve is necessary, the installation must first be approved by Allison.

3. Remote Heat Exchange and Integral By-pass Valve (Units above Serial No. 8073 see S. I. L. No. 175).

The remote heat exchanger circuit must have a minimum oil line size of 5/8" I.D. in addition to satisfying the cooling requirements for the particular installation. The heat exchanger must have a pressure drop that is compatible with the pressure requirements at stall. In these units the integral by-pass valve will properly control the pressure throughout the remainder of the operating range.

Pressure Limitation on TC-200 & 300 Series Converters.

1. The following oil "out" pressures must be provided at 225 degrees F. oil temperatures:

TC-200

Minimum at full throttle stall	15 psi
Maximum at full throttle stall	30 psi
Maximum at full throttle no load	60 psi

TC-300

Minimum at full throttle stall	25 psi
Maximum at full throttle stall	35 psi
Maximum at full throttle no load	60 psi

2. The following methods should be used to attain the required pressure limitations:

- 2.1 Pressure at Stall too High

If the converter pressure at stall is too high, the pressure drop in the cooler circuit must be reduced. If an increase in oil line size does not reduce the pressure to the required limits, then a heat exchanger with less restriction must be used.

- 2.2 Pressure at Stall too Low

If the converter pressure at stall is too low, the pressure drop in the cooler circuit must be increased. The simplest way to do this is to install an orifice of the proper size to provide the minimum pressure shown above.

4. Oil recommendations for units incorporating the integral by-pass valve (units Serial No. 8073 and above).

-10° F and higher:

Hydraulic transmission fluid type C where available, otherwise
SAE 10 heavy duty (MIL-L-2104).

-10° F and lower:

Hydraulic transmission fluid type C where available, otherwise
SAE 10 heavy-duty (MIL-L-2104).

5. Oil recommendations for units using the external by-pass valve (units below Serial No. 8073).

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+10° F and higher:

Hydraulic transmission fluid type C where available, otherwise
SAE 10 heavy duty (MIL-L-2104).

+ 10° F and lower:

A mineral base oil meeting the following specifications:

Viscosity at 100° F	55-65 SSU
Viscosity at 210° F	35-38 SSU
Pour Point	-30° F
Flash Point	300° F Min.
Copper Strip Test	Negative
ASTM#D 130	
Cabinet Humidity Test	Corrosion around edge
(Anti-rust and anti-corrosion)	of panel only
L-4 Test	Pass
Foam Test	Pass

At temperatures below the pour point of the special light weight oils, auxiliary heat must be applied to raise the oil temperature to its pour point.

The following oils are represented by the respective suppliers as meeting the above specification. Responsibility for the quality of a lubricating oil and its performance in service must remain with the oil company marketing the lubricant. This list should, therefore, not be construed as a recommendation of the products by the Allison Division of General Motors.

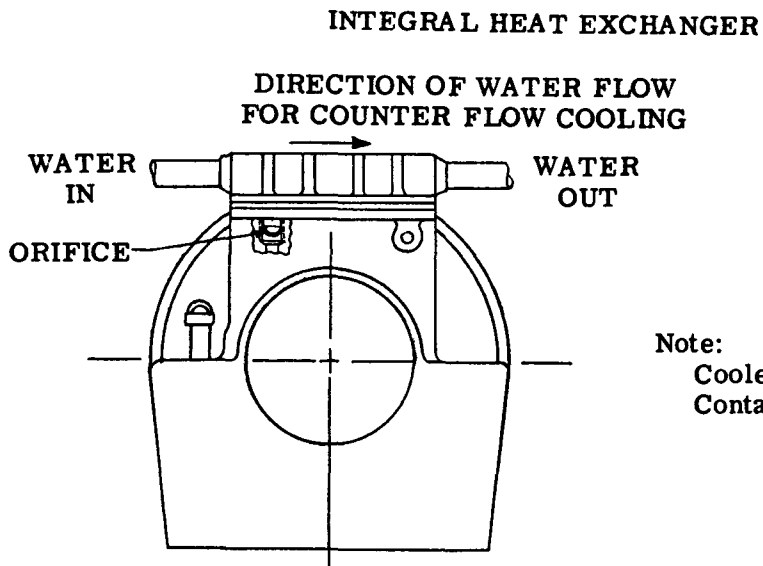
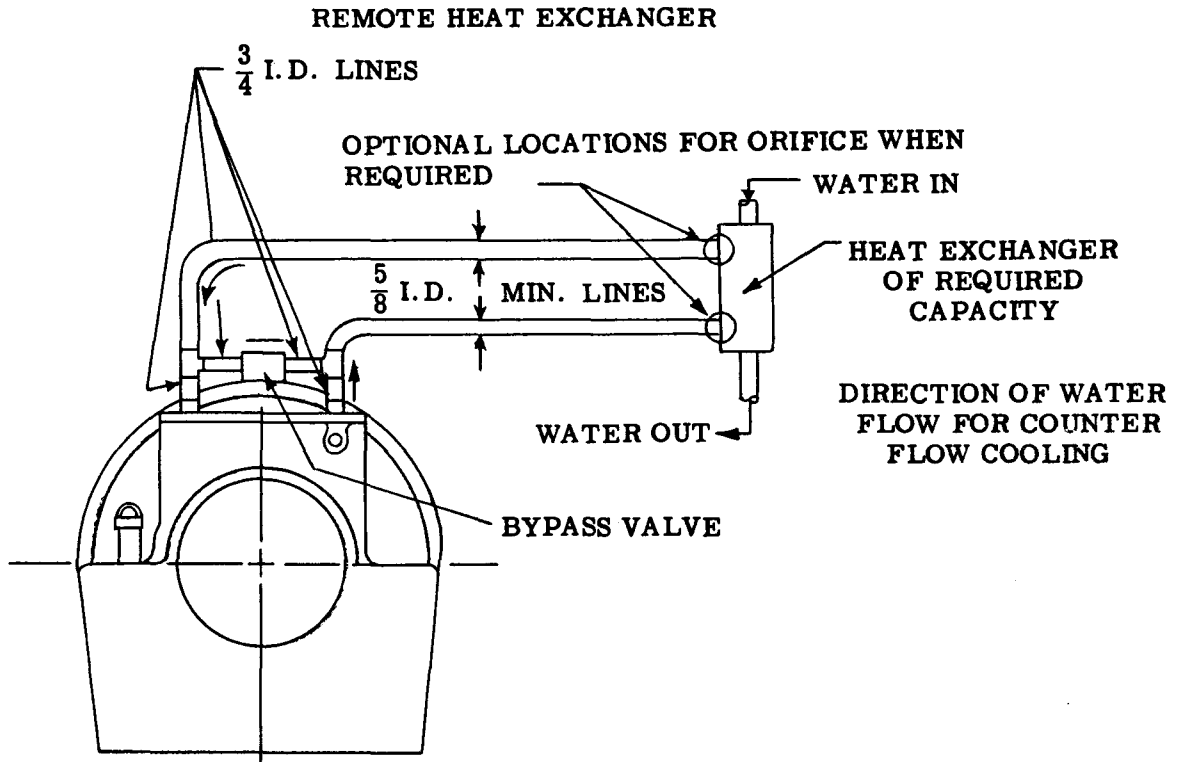
<u>Brand</u>	<u>Type</u>
Esso	Torque Fluid 35
Texas Co.	Texaco Torque Fluid
Cities Service	Torque Fluid #4
Socony-Vacuum	Mobile Fluid #62
Standard Oil of Calif.	RPM Torque Fluid #3
Standard Oil	Stanotorque Conv. Fluid

Since new products are continuously being tested by the oil industry, the listing may not contain all products marketed at the time of issue. Revised lists will be made available from time to time, as additional information is developed.

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TC 200-300 SERIES CONVERTER
HYDRAULIC CIRCUIT RECOMMENDATIONS

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August 9, 1954
Rev. "A" 1-24-55
Rev. "B" 3-16-55
Rev. "C" 6-17-55



Note:
Cooler Oil Circuit
Contained in Unit

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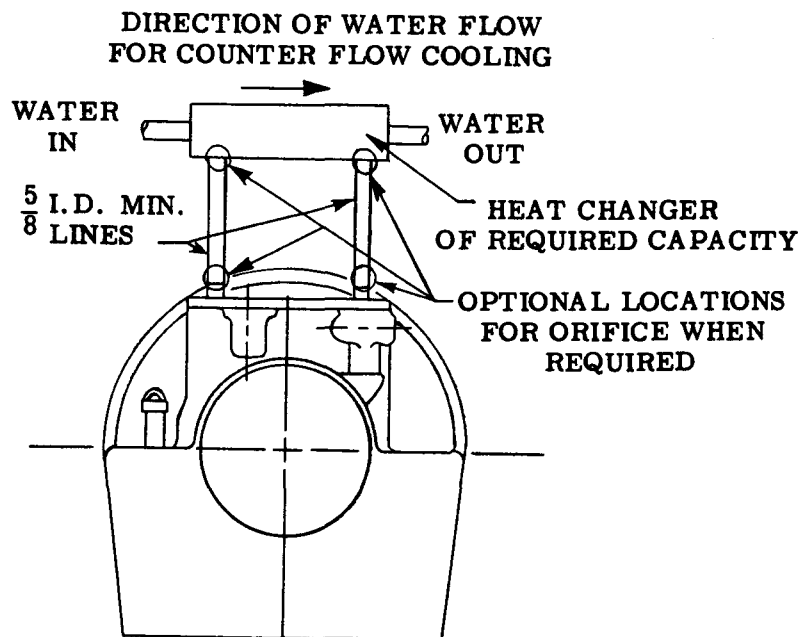
August 9, 1954

Rev. "A" 1-24-55

Rev. "B" 3-16-55

Rev. "C" 6-17-55

REMOTE HEAT EXCHANGER
WITH INTEGRAL
BYPASS VALVE



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January 24, 1956

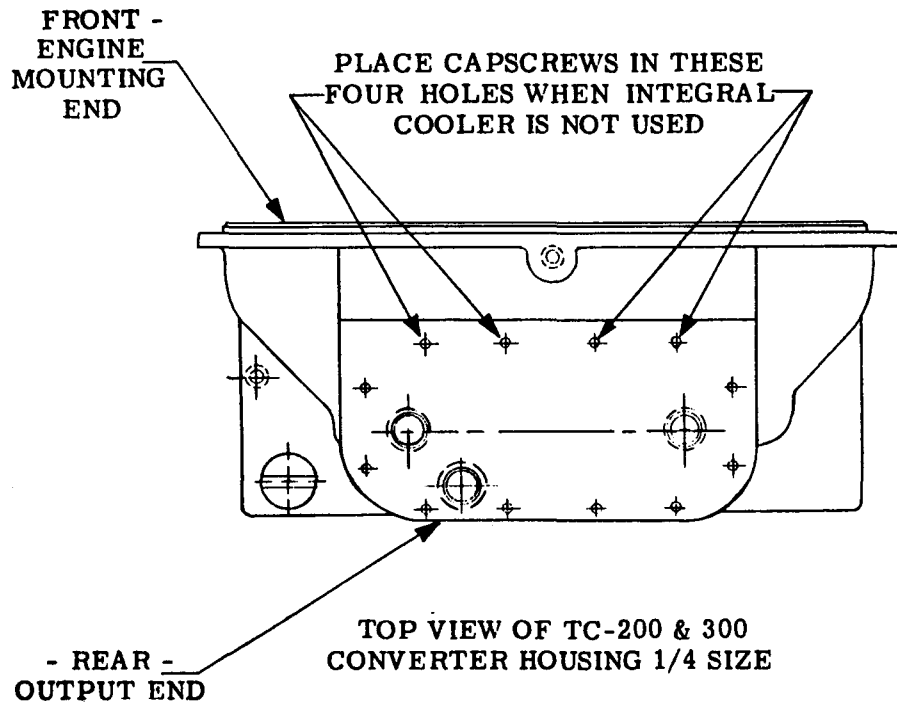
SUBJECT: TORQMATIC CONVERTER - TC-200 & 300 SERIES -
ALL MODELS NOT USING THE INTEGRAL OIL
COOLER - INSTALLING CAP SCREWS IN CONVERTER
HOUSING COOLER MOUNTING HOLES WHEN COOLER
IS NOT USED.

There are twelve (12) drilled and tapped cooler mounting holes located in the cooler mounting pad at the top of the converter housing. The four (4) holes located at the front (engine mounting end) of the cooler mounting pad are through holes into the bell housing of the converter housing. When the integral oil cooler is not used, these four (4) holes (see sketch) are open to the elements and it is possible for rain, dust and debris to work down through the holes and into the converter bell housing.

It is recommended that on all units not using the integral cooler, four (4) 5/16"-18 x 1" UNC bolts be installed in the holes in order to prevent the passage of foreign material into the converter bell housing.

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January 24, 1956



SPI 224
Page 1 of 3
June 5, 1956

SUBJECT: TORQMATIC CONVERTER - TC-300 SERIES - CONVERTER COVER
CHANGED TO INCORPORATE BALL BEARING P/N 903208 INSTEAD
OF BUSHING P/N 6754922.

In order to provide a better pilot for the turbine assembly, and thereby increase the life of the converter parts, a ball bearing has been added to the converter cover, replacing the bushing. The turbine hub was changed in order to adapt the hub to the new roller bearing. The new roller bearing eliminates the necessity of the turbine thrust washer.

Effective with TC-300 Series Torqmatic Converter Serial No. 13596, the following parts were released or cancelled as noted:

<u>Parts Released</u>	<u>Part Name</u>	<u>Parts Cancelled</u>	<u>Model Used On</u>	<u>Quantity Per Unit</u>
903208	Bearing - Ball		TC-300	1
	Bushing - Conv. Pump Cover	6754922	TC-300	1
	Washer - Turbine Thrust	6755004	TC-300	1
	Cover Assem. - Conv. Pump	6755325*	TC-300	1
6757712*	Cover - Conv. Pump	6755317*	TC-300	1
6758274**	Cover - Conv. Pump	6757255**	TC-300	1
6757713	Turbine Assembly	6755467	TC-300	1

NOTE: Cover assemblies 6755325 and 6757289 which included the bushing 6754922 have been replaced by covers 6757712 and 6758274. The new covers do not include a bushing or bearing, therefore, they are not considered assemblies.

Interchangeability is affected by this change in that new and old part must not be intermixed in a unit. Therefore, a supply of service parts will be maintained on the following parts:

- * For engine mounted units only.
- ** For remote mounted units only.

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June 5, 1956

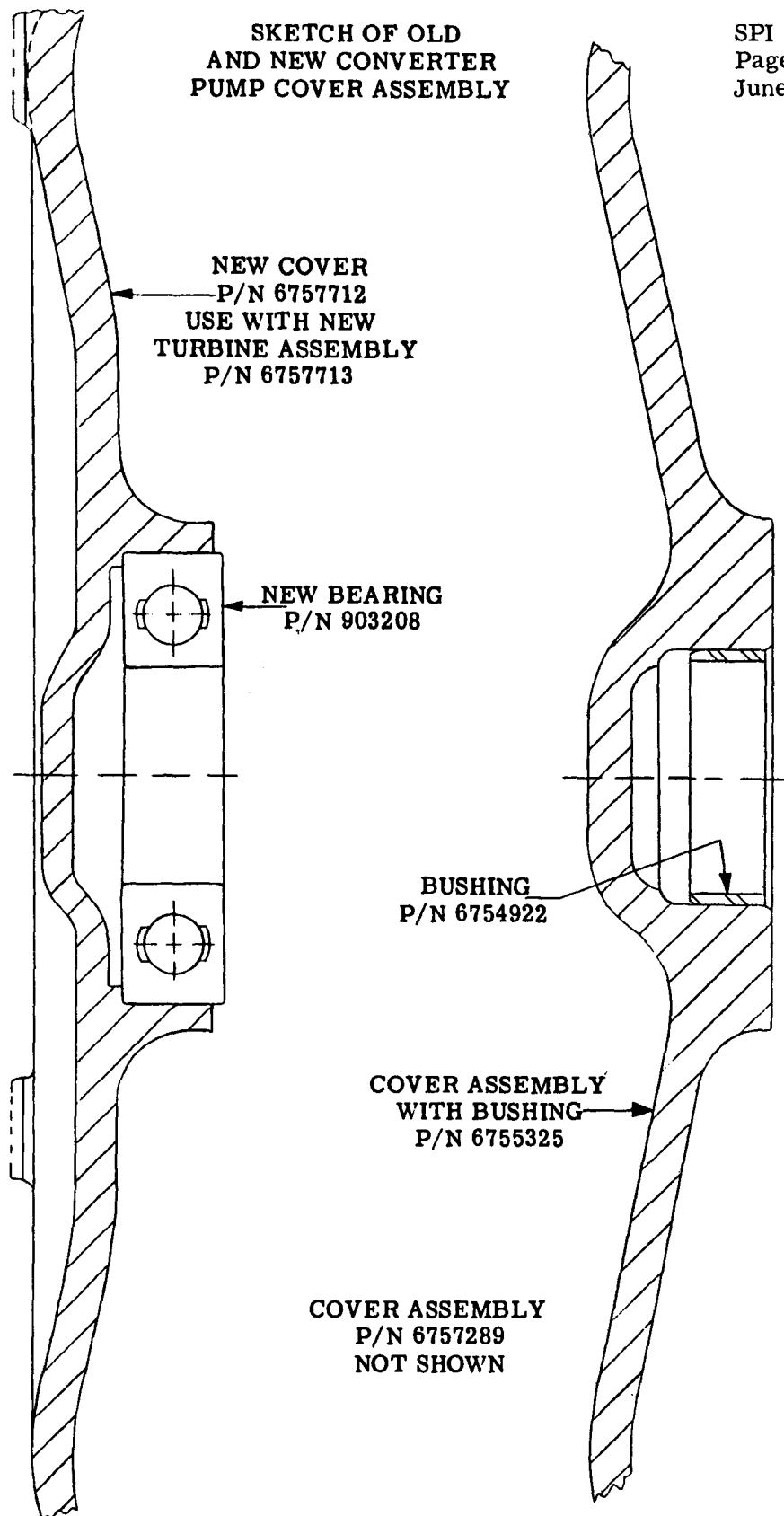
<u>Part No.</u>	<u>Part Name</u>	<u>Model</u>
6754922	Bushing - Conv. Pump Cover	TC-300
6755004	Washer - Turbine Thrust	TC-300
6755325	Cover Assem. - Conv. Pump	TC-300
6755467	Turbine Assembly	TC-300

All spare parts presently in stock should be used.

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SPI 224
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June 5, 1956

SKETCH OF OLD
AND NEW CONVERTER
PUMP COVER ASSEMBLY



SPI 280
Page 1 of 2
July 5, 1957

SUBJECT: TORQMATIC CONVERTER - TC-200 - ALL MODELS - RELEASE OF
IMPROVED STATOR ASSEMBLY.

As a product improvement, a new stator assembly has been released for the subject models. The primary change in the assembly consists of the addition of convoluted roller springs and the deletion of coiled roller springs.

This change became effective in production with converter S/N 19439.

Parts changes are as follows:

<u>New Part Number</u>	<u>Deleted Part No.</u>	<u>Nomenclature</u>	<u>Quantity Per Unit</u>
6769234	6755271	Stator Assembly	1
3719260	3702099	Cam, Stator	1
3719261	3689751	Spring, Roller	8
None	3691806	Guide	8
3702103	3702100	Washer, Thrust (P/N 3702100 deleted. P/N 3702103 increased from 1 to 2).	2

The new springs should be installed as shown in the attached sketch.

Spare Parts Information:

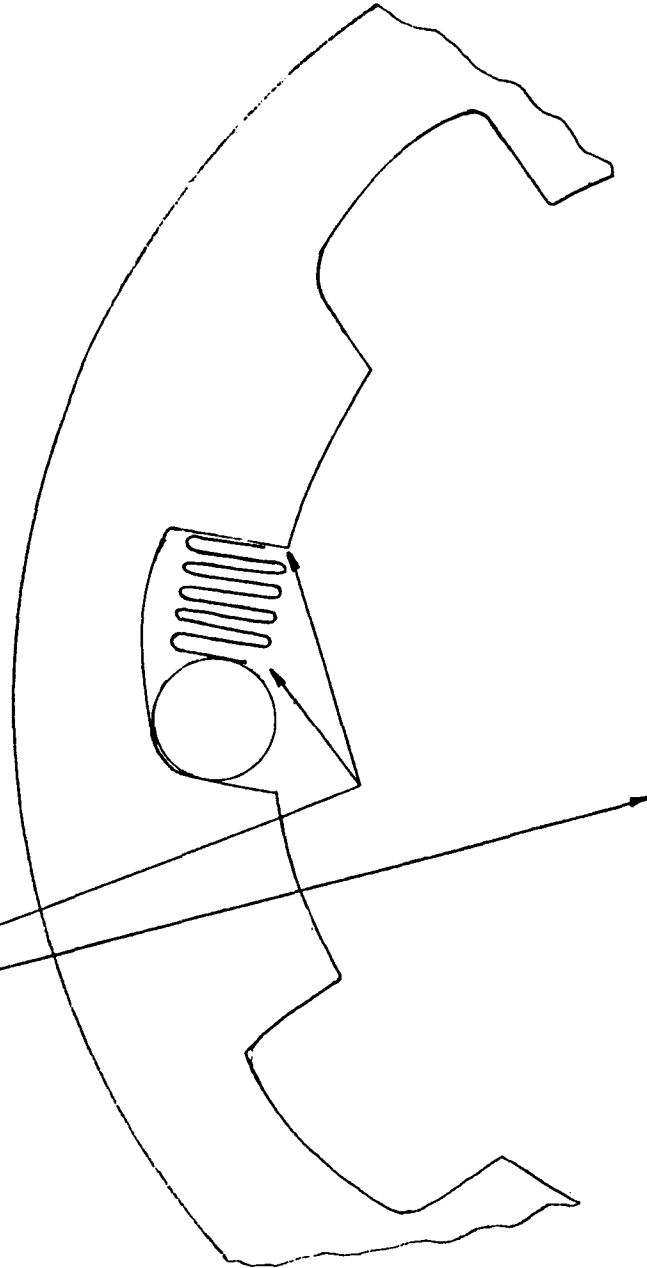
All superseded parts, in spare parts stock, may be used but should not be used in conjunction with any of the new parts. The complete assemblies P/N 6769234 and P/N 6755271 are interchangeable.

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July 5, 1957

STATOR CAM P/N 3719260 SHOWING
POSITION OF ROLLER AND SPRING

OPEN ENDS OF SPRING
TOWARD GROUND SLEEVE



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Page 1 of 1
August 5, 1957

SUBJECT: RELEASE OF NEW CONVERTER CHARGING
PUMP AND NEW CONVERTER PUMP HUB

EQUIPMENT AFFECTED: TC-300 CONVERTER - ALL MODELS

EFFECTIVE SERIAL NUMBER: S/N 19085 - JUNE 6, 1957

As a product improvement, a new converter charging pump and a new converter pump hub have been released to the TC-300 converters. The parts changed are as follows:

<u>New Part Number</u>	<u>Cancelled Part No.</u>	<u>Nomenclature</u>	<u>Quantity Per Unit</u>
6768714	6757605	Hub, Converter Pump	1
6768707	6757621	Pump Assy., Oil	1
6768706	6757086	Gear and Body Assy.	1
6768704	6758349	Body, Pump	1

Spare Parts Information:

The new hub P/N 6768714 may be used for service on all units. The old hub P/N 6757605 may be used for service in units containing the old pump assembly. Service on the old hub will not be maintained.

The new gear and body assembly P/N 6768706 and the new pump assembly P/N 6768707 may be used for service in all units but must be used with the new converter hub. The old gear and body assembly P/N 6757086 and the old pump assembly P/N 6757621 may be used for service on all units with either the new or old hub. The old pump body, gear and body assembly and pump assembly will be maintained for service.

Service Manager - Transmissions

This revision "E" to reflect new grease specifications. Please destroy your Rev. "D" letter.

SPI 351
Page 1 of 6
Rev. "E" 5-4-71

Note: An explanation of Revision "C" is given on Page 5. Please read carefully.

Subject: Release of Greased Input Drive Configuration

Equipment Affected: TC-300 Converters

Effective Serial Numbers: S/N 23242 - TC-300

As a product improvement, a new input drive configuration has been released to TC-300 converters. Series conformed to the drive ring configuration in first production units built.

The new configuration, which was designed to decrease gear noise and extend gear life, incorporates a greased gear type drive. The grease is retained in the area between the fly-wheel and the converter drive cover by a seal which fits on the drive cover.

The newly released parts are as follows:

<u>Part Number</u>	<u>Part Name</u>	<u>Quantity</u>
6775414	Drive Ring	1
6769818	Sealring	1
9412270	Bolt	8
6769877	Grease	As Req.*
6769988	Gasket	1
102635	Nut	8
6769849	Cover Assy., Conv. Drive	1
6769913	Kit	1

Installation of the new drive configuration in standard TC-300 converters which now have a gear type drive, will require the following changes:

<u>Add</u>	<u>Delete</u>	<u>Name</u>	<u>Quantity</u>
6775414	6769876	Drive Ring	1
6769818		Sealring	1
9412270	9409231	Bolt	8
6769877		Grease	As Req.*

TC-300 converters which have the front disconnect option, with the gear type drive, will require the parts listed above, plus the following:

<u>Add</u>	<u>Delete</u>	<u>Name</u>	<u>Quantity</u>
6769988		Gasket	1
102635	103026	Nut	8
	103321	Washer	8

*See Step 7, Page 3

Standard TC-300 converters with rollpin drive, will require the changes listed below:

<u>Add</u>	<u>Delete</u>	<u>Name</u>	<u>Quantity</u>
6775414		Drive Ring	1
6772408	6769071	Cover, Conv. Drive	1
6769818		Sealring	1
9412270	9409231	Bolt	8
6769877		Grease	As Req. *

TC-300 converters which have the front disconnect option with rollpin drive, will require the same parts changes as standard TC-300 converters with rollpin drive, plus the following:

<u>Add</u>	<u>Delete</u>	<u>Name</u>	<u>Quantity</u>
6769988		Gasket	1
102635	103026	Nut	8
	103321	Washer	8

TC-376 converters, Assy. No. 6759643, will require the following parts changes:

<u>Add</u>	<u>Delete</u>	<u>Name</u>	<u>Quantity</u>
	6769070	Ring Assembly	1
6775414		Ring	1
6769849	6769049	Cover Assy., Conv. Drive	1
6769818		Sealring	1
9412270	9409231	Bolt	8
6769877		Grease	As Req. *

The new drive ring P/N 6775414, seal P/N 6769818 and bolts P/N 9412270 are contained in a kit P/N 6775458. This kit will also include a container of grease P/N 6769877.

2v. "E" Since the grease used in this drive is the key factor in decreasing gear wear and gear noise, it is most important that the proper grade and type grease is used. The recommended grease is American Oil Company LG-1014 (Allison P/N 6768249) or equivalent.

The new parts may be installed as follows:

1. If the converter drive cover on the transmission or converter is a rollpin type cover, or if it is a badly worn gear type cover, it must be replaced by a new gear type cover P/N 6772408. (TC-376 converters, Assy. No. 6759643, require cover assembly P/N 6769849).

*See Step 7, Page 3

2. Remove the ring gear from the engine flywheel.
3. Drill one 1/8" vent hole in the engine flywheel or in the disconnect clutch drive plate. This should be located inside a 4" radius from the center of the flywheel, or, in converters with the front disconnect option, inside a radius of 2 1/2" from the center of the drive plate. Avoid drilling into the area which mates with the crankshaft flange.

Note: In some Detroit Diesel engines, there may already be a hole in the flywheel. If this engine is mated to a standard TC-300 converter, the hole should be plugged unless it is within a four inch radius from the center of the flywheel.

4. Apply a thin, even coat of #3 Permatex to the face of the ring gear and the mating surface on the flywheel. (In front disconnect models of TC-300 converters, apply the Permatex to both sides of gasket P/N 6769988). Allow the Permatex to air dry for several minutes.
5. Bolt the ring gear P/N 6775414 to the fly wheel (Standard Models) or to the clutch drive plate (Front Disconnect Models), using eight bolts P/N 9412270. (Front Disconnect Models will also require eight P/N 102635 nuts and one P/N 6769988 gasket). Tighten the bolts to 36-43 lb. ft. torque.
6. Apply a thin film of grease to the seal P/N 6769818 and install the seal in the groove behind the gear teeth in the converter drive cover.
7. Distribute enough grease P/N 6769877* around the inside of the drive ring to fill the spaces between the gear teeth and the cavity between the flywheel and the drive ring as shown by the cross-hatch area in attached sketches. The amount of grease used should be held to a minimum - approximately 1 1/2 ounces. Use grease only in the cross-hatched area shown.
8. Mesh the gear on the drive cover with the drive ring gear, making sure the seal enters the I.D. of the drive ring.
9. Follow standard procedure in completing the installation.

Spare Parts Information:

All old parts in spare parts stock may be used for service on units which do not have the new drive configuration.

Explanation of Revision "C" (TC 300)

The method of installing input drive rings onto engine flywheels and disconnect clutch drive plates has been changed as shown below.

*Denotes recommended grease P/N 6768249 furnished in individual 14.5 oz. cartridge in gear kit P/N 6769913.

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Rev. "E" 5-4-71

Old Method

1. Internal toothed lockwashers used with the drive ring bolts.
2. Drive ring bolts tightened to 33-40 ft. lbs. torque

New Method

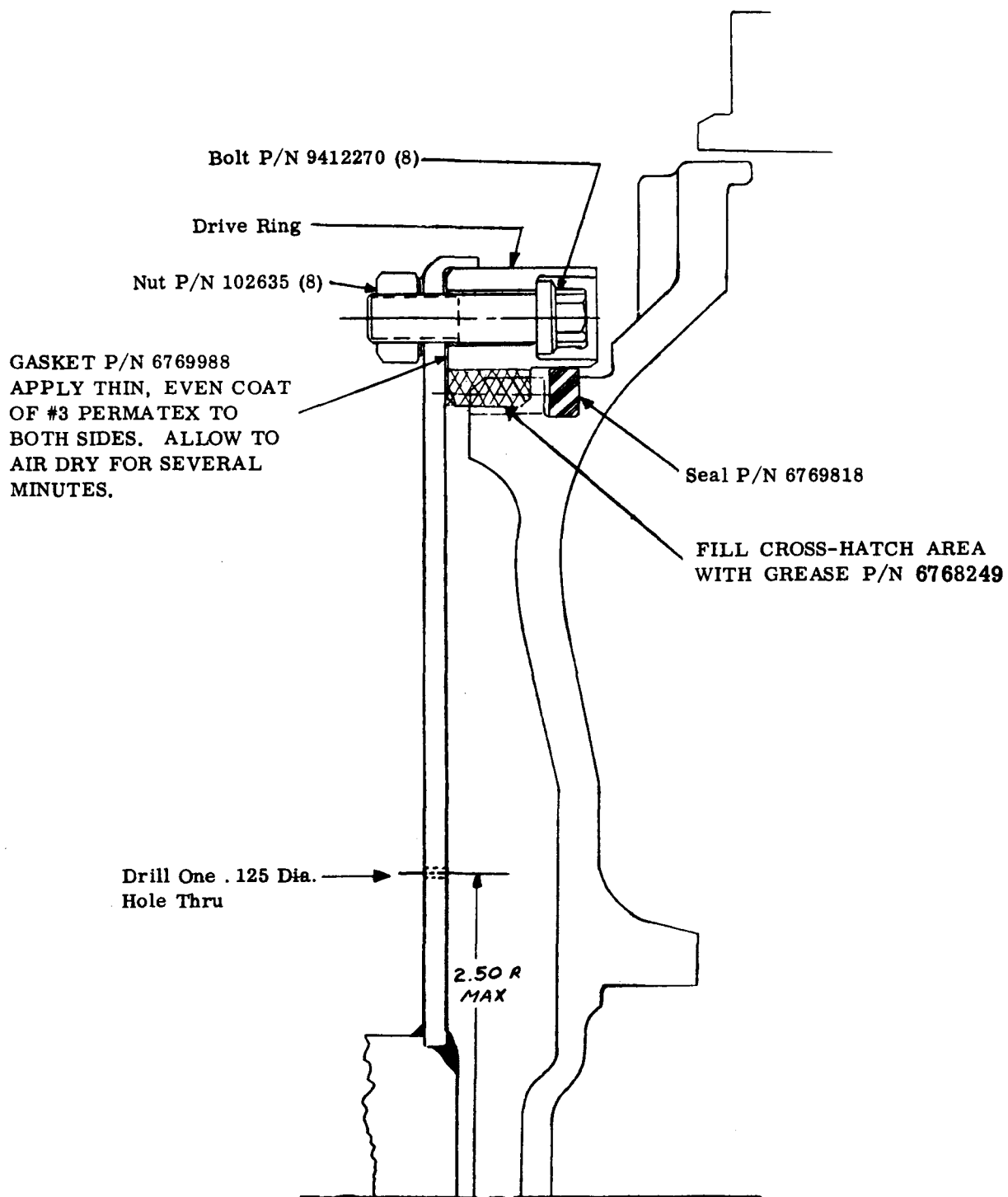
1. No washers required.
2. Required torque value increased to 36-43 ft. lbs.

It is very important that the new procedure be followed. The lockwashers, P/N 6769878, have been removed from drive ring kits and will no longer be shipped with transmissions. Lockwashers attached to transmissions or converters awaiting installation should be removed and discarded.

The new torque requirement on the drive ring bolts should be carefully observed.

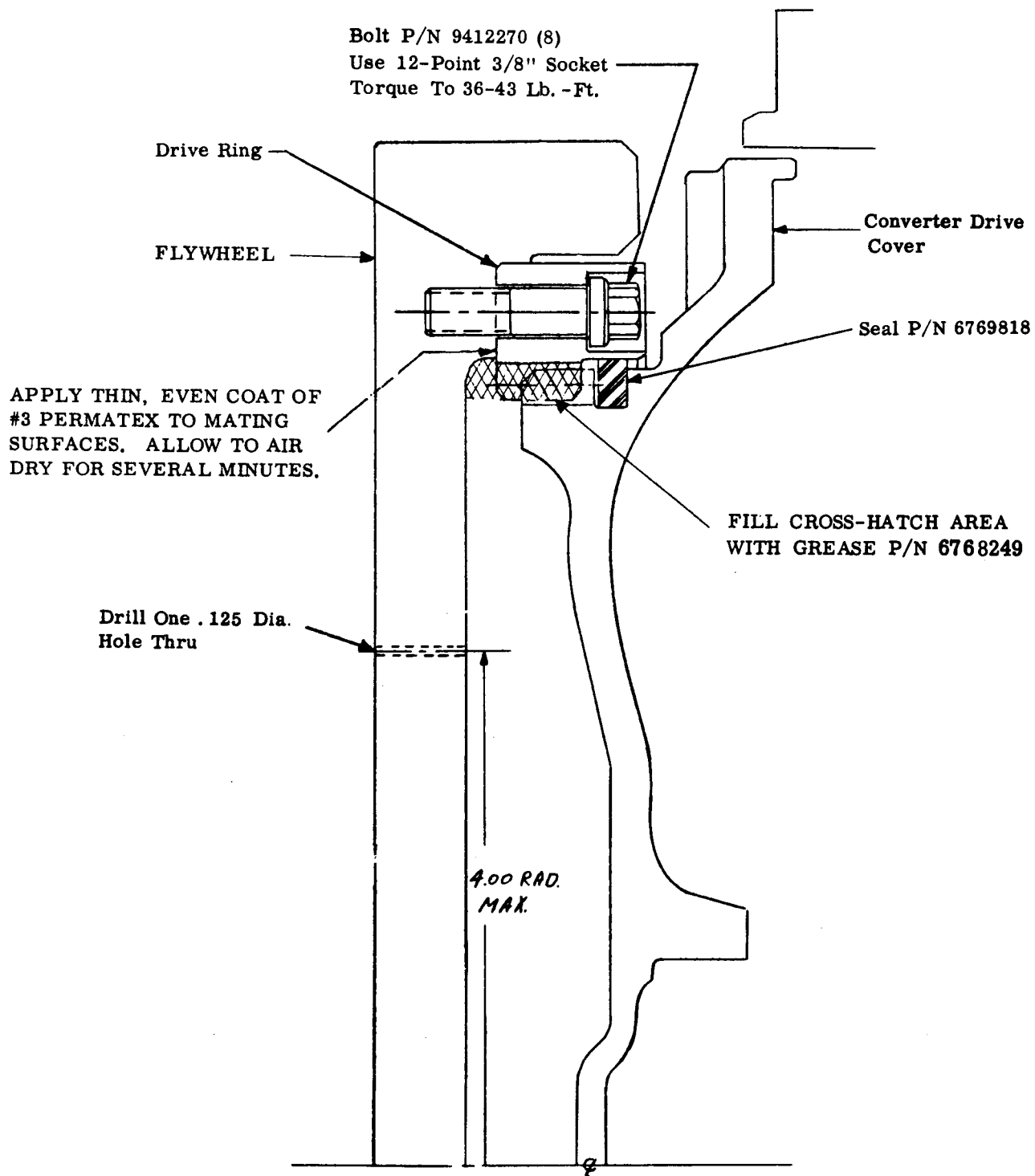
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Transmission Products

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CONVERTER WITH FRONT DISCONNECT CLUTCH

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Rev. "E" 5-4-71



STANDARD CONVERTERS & CRT-3000 SERIES TRANSMISSIONS

SPI 499
Page 1 of 1
December 13, 1961

Subject: Changes in Turbine Shaft and Rear Bearing

Equipment Affected: TC-200 and TC-300 Series Converters
(Rear Disconnect Models only)

Effective Serial Numbers: TC-200 - S/N 32093
TC-300 - S/N 32587

Rear disconnect models of TC-200 and TC-300 Series converters include a single-row ball bearing which supports the output end of the turbine shaft. In order to prevent this bearing from turning on the shaft, the diameter of the journal on the shaft has been increased, thus providing a tighter fit between the bearing and the shaft.

A new bearing has been released for use with the heavier shaft. The new bearing is so designed that the tight fit of the bearing on the shaft will not affect the internal clearances in the bearing.

The part number changes are as follows:

<u>New Part Number</u>	<u>Old Part Number</u>	<u>Part Name</u>
907050	903307	Bearing, Rear
6772734	6759948	Shaft, Turbine (TC-300)
6772735	6758592	Shaft, Turbine (TC-200)

Effect on Interchangeability:

The new shafts P/N 6772734 and P/N 6772735 may be used for service on units, regardless of serial number, but require the use of the new bearing P/N 907050.

The new bearing may be used on both old and new shafts.

The old bearing, P/N 903307, must not be used with the new shafts.

Spare Parts Information:

All old shafts, P/N 6759948 and P/N 6758592, and the old bearings, P/N 903307, may be used for service in converters with serial numbers below S/N 32093 (TC-200) and S/N 32587 (TC-300).

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 Rev. "A" 1-16-63

Subject: Change In Stator Design

Equipment Affected: TC-200 Series Converters

Effective Serial Number: S/N 31823

For ease of manufacturing, the converter stator used in TC-200 series converters has been changed from a weldment to a die casting.

The change in the stator design made it necessary to redesign the various parts that mate with the stator.

The part number changes are as follows:

<u>New Part No.</u>	<u>Old Part No.</u>	<u>Part Name</u>
3777395	3702688	Stator
3735785		Washer, Thrust (2)
	3702103	Washer, Thrust (2)
	6756233	Washer, Thrust (1)
	3709094	Washer, Thrust (1)
		(In the old design, four thrust washers were used. The new design requires only two. See Explanation of Parts Changes on Page 2.)
3702744	6756629	Washer, Thrust, Converter Pump
6773200	6755266	Pump Assy., Charging Oil
6773199	6754964	Support, Stator (Groundsleeve)
	6769234	Stator Assy.
6774685		Kit, Stator Replacement (This kit can be used in all TC-200 series converters, regardless of serial number, therefore a service stator assembly is no longer required.)

Stator Replacement Kit

The Stator replacement kit, P/N 6774685, contains all the parts necessary for the replacement of the stator in all TC-200 converters, regardless of serial number. An instruction sheet (giving the recommended assembly procedure) is included in the kit. (A copy of the instruction sheet is attached to this letter.)

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The kit contains the following parts:

<u>Part Number</u>	<u>Part Name</u>	<u>Quantity</u>
3777395	Stator	1
3719260	Cam, Stator	1
3702104	Snapring, Thrust Washer Retaining	2
3735785	Washer, Stator Thrust	2
3702744	Washer, Converter Pump Thrust	1
6774686	Instruction Sheet No. 38	1

Explanation Of Parts Changes:

In the old configuration, a steel thrust washer, P/N 3702103, was installed on each side of the stator cam, and the cam and washers were retained in the stator by two snaprings. On the turbine side of the stator, an aluminum thrust washer, P/N 3709094, fitted into the stator, bearing against the steel thrust washer. A cast iron thrust washer, P/N 6756233, was similarly used on the converter pump side of the stator, however, this washer splined onto the stator support.

In the new configuration, only one thrust washer is used on each side of the stator cam. On the turbine side, washer P/N 3735785 replaces both the steel washer, P/N 3702103, and the aluminum washer, P/N 3709094. On the converter pump side of the stator, a second washer P/N 3735785 replaces both the steel washer P/N 3702103 and the cast iron thrust washer P/N 6756233. Thus, one part number, 3735785, replaces three part numbers - 3702103, 3709094 and 6756233.

The old converter pump thrust washer, P/N 6756629, had a bronze facing that mated with the cast iron thrust washer. Since the cast iron washer has been replaced by an aluminum washer, the bronze facing is no longer desirable. The bronze-faced washer was replaced by a plain steel converter pump thrust washer, P/N 3702744. NOTE: Under no circumstances should the bronze-faced thrust washer be interchanged with the plain steel thrust washer. An early failure will result.

The change in the stator support was brought about by the elimination of the splined thrust washer, P/N 6756233. Since the new thrust washer is not splined to the stator support, a much shorter spline on the support is required.

Affect On Parts Interchangeability:

The new stator, P/N 3777395, can be used in all TC-200 series converters, but requires the use of the new washers, P/N 3735785, and the new converter pump thrust washer, P/N 3702744.

The old stator, P/N 3702688, can not be used with any of the new parts.

The new thrust washers, P/N 3702744 and P/N 3735785 are for use with the new stator only.

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The new converter pump thrust washer, P/N 3702744, can be used with the new stator only. The old converter pump thrust washer, P/N 6756629, can be used with the old stator only.

The new stator support, P/N 6773199, and/or the new charging pump assembly, P/N 6773200, can be used with the new stator only.

The old stator support, P/N 6754964, can be used with both the new stator and the old stator.

Spare Parts Information:

All old parts in spare parts stock should be used in converters with serial numbers below S/N 31823.

The parts listed below will be maintained for service:

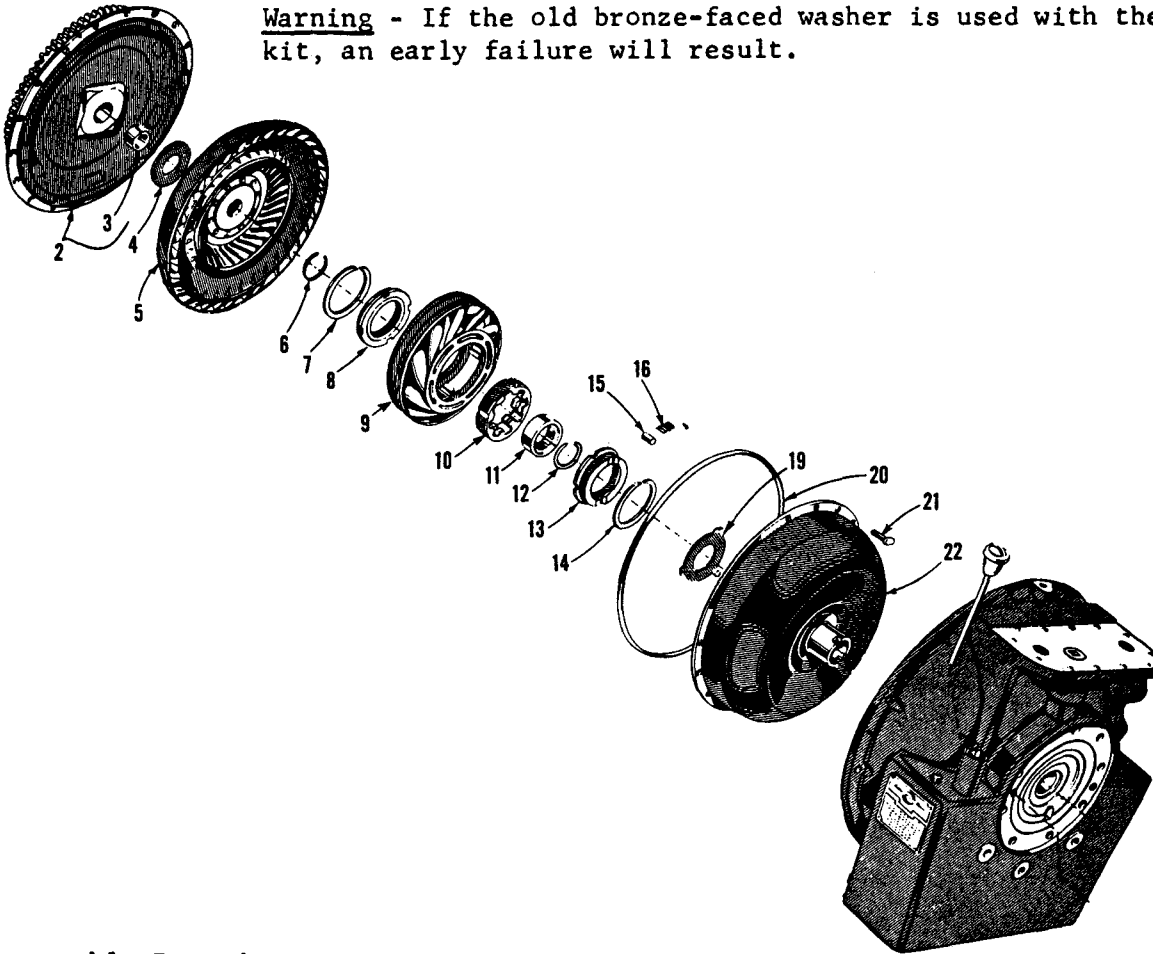
<u>Part No.</u>	<u>Part Name</u>
6756629	Washer, Thrust
6756233	Washer, Thrust
3709094	Washer, Thrust
6755266	Pump Assy.
6754964	Support, Stator
3702103	Washer, Thrust

Service Manager
Transmissions Operations

Instruction Sheet No. 38
(For Kit P/N 6774685)

PLEASE NOTE: If the serial number of the converter you are repairing is below S/N 31823, be sure to remove and discard the old converter pump thrust washer. It is a steel washer which has three tabs and a bronze facing. The new thrust washer, P/N 3702744, has the three tabs but does not have the bronze facing.

Warning - If the old bronze-faced washer is used with the parts in this kit, an early failure will result.



Assembly Procedure

1. Assemble the converter to the point where the converter pump (22) has been installed.
2. Install the new thrust washer (19) and the snapring (12).
3. Note the word "Front" cast on one side of the stator (9). Turn the stator over and install the thrust washer (13) and the snapring (14).
4. Install the cam (10) into the stator, from the front side. Be sure the deep end of the cam pockets are in a counterclockwise direction.
5. Install the rollers (15) and springs (16) into the cam pockets, positioning the springs so that the open ends will be next to the race (11).
6. Insert the race into the stator, then install the stator and race onto the stator support (groundsleeve). Work carefully to prevent the rollers and springs from dropping out of the stator.
7. Install the snapring (6) into the groove in the stator support.
8. Install the thrust washer (3) and the snapring (9) into the stator.

SEE INSIDE FRONT COVER BEFORE USING THIS INDEX

NUMERICAL PARTS INDEX

The numerical parts index lists the parts reference number and the figure number of the illustration in which it appears. The reference numbers are keyed to the group listings. However, you must know the converter assembly part number to identify the right group.

PART NO	FIG NO	REF NO	HISTORY	PART NO	FIG NO	REF NO	HISTORY
102635	6-1	9		179812	1	50	
103026	1-2	10		179812	1-1	55	
103026	6-1	9		179812	1-2	40	
103320	1	54		179812	3	56	
103320	1-1	59		179812	3-1	56	
103320	1-2	44		179812	3-2	50	
103320	3	40		179812	3-3	56	
103320	3-1	42		179817	1	53	
103320	3-2	36		179817	1-1	58	
103320	3-3	42		179817	1-2	43	
103320	7-1	8		179817	3	41	
103321			R 103323	179817	3-1	43	
103321	2	36		179817	3-2	37	
103321	4	5		179817	3-3	43	
103321	5-1	30		179819	7-1	7	
103321	5-1	35		179837	2	35	
103321	6-1	13		179837	4	6	
103323			RB 103321	179840	6-1	14	
103323	2	10		179841	5-1	29	
103323	4	43		179842			R 177845
105456	1	37		179842	5-1	36	
105456	1-1	42		179845			R 179887
105456	1-2	27		179887			RB 179845
105456	3	45		181345	5-1	24	
105456	3-1	47		181374			RB 9409038
105456	3-2	41		181429	2	11	
105456	3-3	47		181429	4	44	
111296			RB 127800	186271	7-1	1	
113782	5-1	32		191758			R 127800
113903	6-1	6		191758	5-1	25	
113989			R 6754527	191758	6-1	7	
113989	3	37		214279	5-1	23	
113989	3-1	39		436569			RB 6756618
113989	3-2	33		442812			RB 451006
113989	3-3	39		444576			R 444618
113998	1	55		444576			RB 444618
113998	1-1	60		444576	7-1	19	
113998	1-2	45		444618			R 444576
113998	3	39		444618			RB 444576
113998	3-1	41		444618	1	46	
113998	3-2	35		444618	1-1	49	
113998	3-3	41		444618	1-2	36	
114351	5-1	11		444618	3	54	
114498	5-1	26		444618	3-1	54	
114604	5-1	10		444618	3-2	48	
117213	1-2	1		444618	3-3	54	
127800			R 111296	444672	1	41	
127800			RB 191758	444672	1-1	48	
142862			RB 145372	444672	1-2	31	
145372			R 142862	444672	3	47	
145372	1	44		444672	3-1	49	
145372	1-1	51		444672	3-2	43	
145372	1-2	34		444672	3-3	49	
145372	3	53		444678	1	49	
145372	3-1	53		444678	1-1	45	
145372	3-2	47		444678	1-2	39	
145372	3-3	53		444678	3	57	
147465	7-1	16		444678	3-1	57	
177845			RB 179842	444678	3-2	51	
179793	3	21		444678	3-3	57	

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PART NO	FIG NO	REF NO	HISTORY	PART NO	FIG NO	REF NO	HISTORY
451006			R 442812	3689751	1-1	23	
451006	1	1		3689760	1	30	
451006	1-1	7		3689760	1-1	35	
451006	3	4		3689760	1-2	20	
451006	3-1	10		3689826	1	31	
451006	3-2	4		3689826	1-1	36	
451006	3-2	59		3689826	1-2	21	
451006	3-3	10		3689838			RB 6770432
453621	1	47		3689838	4	15	
453621	1-1	47		3691806	1	17	
453621	1-2	37		3691806	1-1	22	
453621	3	59		3702068			RB 760612
453621	3-1	59		3702069	1	27	
453621	3-2	53		3702069	1-1	32	
453621	3-3	59		3702069	1-2	17	
456635	2	12		3702079			RB 3790478
456635	4	16		3702082			RB 3713622
753859			RB 6778856	3702099			RB 3719260
753860			RB 6778857	3702100			RB 3702103
760612			R 3702068	3702101	1	15	
760612			RB 3737894	3702101	1-1	20	
900454			R 954551	3702103			R 3702100
900454			RB 907540	3702103	1	62	
903010	3-1	5		3702103	1-1	67	
903010	3-2	6		3702104	1	7	
903010	3-3	5		3702104	1	14	
903011	3	9		3702104	1	60	
903202			R 954498	3702104	1-1	12	
903202			RB 907411	3702104	1-1	19	
903208	1-1	5		3702104	1-1	65	
903208	3	9		3702688			RB 3796309
903209			RB 6757374	3702718			RB 3719262
903307			RB 907050	3702724	1	5	
903307	2	4		3702744			R 6756629
907050			R 903307	3702744	1	19	
907050	2	4		3702744	1-1	25	
907050	4	2		3709094	1	56	
907411			R 903202	3709094	1-1	61	
907411	2	24		3713622			R 3702082
907411	4	30		3713622	1	20	
907540			R 900454	3713622	1-1	24	
907540	6-1	3		3717166	1	21	
907851			R 9417910	3717166	1-1	26	
907851	3	22		3719252	1	29	
907851	3-1	24		3719252	1-1	34	
954466	3	22		3719252	1-2	19	
954498			RB 903202	3719260			R 3702099
954528	4	2		3719260	1	10	
954551			RB 900454	3719260	1	63	
2222424	2	22		3719260	1-1	15	
2222424	2	31		3719260	1-1	68	
2222424	2	34		3719261			RB 3874301
2222424	4	28		3719262			R 3702718
2222424	4	37		3719262	1	4	
3224085	2	25		3735785	1	8	
3224085	4	31		3735785	1	13	
3224773	2	27		3735785	1-1	13	
3224773	4	33		3735785	1-1	18	
3224773	4	33		3737894			R 760612
3689751	1	18		3737894			RB 3772748

R - REPLACES

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PART NO	FIG NO	REF NO	HISTORY	PART NO	FIG NO	REF NO	HISTORY
3744348	1	26		6704155	3	44	
3744348	1-1	31		6750046	1	6	
3744348	1-2	16		6750046	1	12	
3744349	1	28		6750046	1-1	11	
3744349	1-1	33		6750046	1-1	17	
3744349	1-2	18		6750046	2	3	
3772748			R 3737894	6750046	4	1	
3772748	1	25		6750127	1-1	4	RB 6768267
3772748	1-1	30		6750272			
3772748	1-2	15		6751524	2	26	
3777395	1	9		6751524	4	32	
3777395	1-1	14		6751531	2	14	
3790478			R 3702079	6751531	4	18	
3790478	1	3		6751541			RB 9422228
3796309			R 3702688	6751822			R 7709143
3796309	1	61		6751822	6-1	1	
3796309	1-1	66		6751839	4	12	
3874301			R 3719261	6751839	4	15	
3874301	1	16		6752033	7-1	9	
3874301	1-1	21		6752034	7-1	11	
5192142	5-1	15		6752035	7-1	10	
5192153	5-1	2		6753487	6-1	2	
5192176	5-1	18		6753849			RB 6758213
5192180	5-1	1		6753857			RB 6773249
5192180	6-1	11		6753866	3	26	
5192182	5-1	7		6753866	3-1	28	
5192489	5-1	28		6753866	3-2	22	
5193064	5-1	27		6753866	3-3	28	
5193253			RB 5194671	6753966	2	5	
5193255	5-1	31		6753966	4	4	
5193258	5-1	5		6754299	7-1	3	
5193259	5-1	20		6754314	7-1	5	
5193260			RB 5196719	6754349	2	40	
5193420	5-1	19		6754349	4	8	
5193421	5-1	17		6754488	3	24	
5193422	5-1	13		6754488	3-1	26	
5193430	5-1	12		6754488	3-2	21	
5193431	5-1	6		6754488	3-3	27	
5194138	5-1	14		6754489			RB 6757729
5194140	5-1	16		6754490	1	51	
5194244	5-1	33		6754490	1-1	56	
5194291	5-1	9		6754490	1-2	41	
5194294	5-1	8		6754490	3	43	
5194365	5-1	4		6754490	3-1	45	
5194671			R 5193253	6754490	3-2	39	
5194671	5-1	3		6754490	3-3	45	
5196719			R 5193260	6754495	1	52	
5196719	5-1	21		6754495	1-1	57	
6700296	4	47		6754495	1-2	42	
6701230			RB 6704155	6754495	3	42	
6701230			RB 6774155	6754495	3-1	44	
6702958	3	35		6754495	3-2	38	
6702958	3-1	37		6754495	3-3	44	
6702958	3-2	31		6754501			RB 6759946
6702958	3-3	37		6754505			RB 6757783
6702989	3-1	4		6754506	2	17	
6702989	3-3	4		6754506	4	22	
6703023	4	1		6754508	2	16	
6703224			RB 6758296	6754508	4	21	
6704155			R 6701230	6754519			RB 6757605

R - REPLACES

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PART NO	FIG NO	REF NO	HISTORY	PART NO	FIG NO	REF NO	HISTORY
6754527			RB 113989	6755892	3-1	19	
6754528			RB 6757599	6755896	3	19	
6754549			RB 6758599	6755897	3	17	
6754549			RB 6768955	6755897	3-1	20	
6754550			RB 6757621	6755897	3-2	13	
6754922	3	6		6755897	3-3	19	
6754947	4	10		6755903			R 6770239
6754958	1	11		6755903	4	13	
6754958	1-1	16		6755988	3	28	
6754962			R 6754962	6755988	3-1	30	
6754962			RB 6754962	6755988	3-2	24	
6754962	2	1		6755988	3-3	30	
6754963	2	9		6755999			RB 6756847
6754968	1	33		6756001	3	27	
6754968	1-1	38		6756001	3-1	29	
6754968	1-2	23		6756119	7-1	17	
6754994	3	14		6756233	1	57	
6754994	3-1	17		6756233	1-1	62	
6754999			RB 6771296	6756321	2	32	
6755004	3	7		6756348			RB 6774572
6755031	4	17		6756362	7-1	12	
6755032	2	13		6756519	1	22	
6755221	1	2		6756519	1-1	27	
6755271			RB 6769234	6756615	6-1	8	
6755302	2	6		6756616			RB 6772307
6755302	4	41		6756618			R 436569
6755325			RB 6757712	6756618	6-1	5	
6755325	3	5		6756620	6-1	4	
6755333	4	42		6756627	6-1	4	
6755372			RB 6759947	6756629			RB 3702744
6755377	2	21		6756629	1	58	
6755377	4	27		6756629	1-1	63	
6755380	4	35		6756637			RB 6778121
6755383	2	19		6756644	1	24	
6755463			RB 6758284	6756644	1-1	29	
6755464			RB 6768902	6756644	1-2	14	
6755467			RB 6757713	6756658	7-1	6	
6755469	2	39		6756659	3	62	
6755488	7-1	2		6756659	3-2	54	
6755618	2	23		6756659	7-1	6	
6755618	4	29		6756689	2	29	
6755619	2	20		6756689	4	38	
6755619	4	34		6756691	4	39	
6755786	1	35		6756693	1	45	
6755786	1-1	40		6756693	1-1	50	
6755786	1-2	25		6756693	1-2	35	
6755786	3	38		6756693	3	51	
6755786	3-1	40		6756693	3-1	51	
6755786	3-2	34		6756693	3-2	45	
6755786	3-3	40		6756693	3-3	51	
6755789	1	40		6756695	3-3	60	
6755789	1-1	54		6756706	2	30	
6755789	1-2	30		6756706	4	36	
6755789	3	55		6756847			R 6755999
6755789	3-1	55		6756847	3	27	
6755789	3-2	49		6756847	3-1	29	
6755789	3-3	55		6756856	2	18	
6755803			RB 6757634	6756864	7-1	15	
6755838			RB 6769091	6756865	4	25	
6755892	3	16		6756869	4	17	

R - REPLACES

RB - REPLACED BY

PART NO	FIG NO	REF NO	HISTORY	PART NO	FIG NO	REF NO	HISTORY
6756872	1	34		6759906	1-1	3	
6756872	1-1	39		6759906	3-1	3	
6756872	1-2	24		6759906	3-3	3	
6756913	2	40		6759926	1-1	1	
6756913	4	8		6759926	3-1	1	
6756946	4	26		6759926	3-3	1	
6756947	4	24		6759927	1-1	6	
6756947	7-1	14		6759928	1-1	8	
6757086			RB 6768706	6759930			RB 6772312
6757374			R 903209	6759932	1-1	10	
6757374			RB 9411628	6759946			R 6754501
6757426	2	37		6759946	4	14	
6757426	4	7		6759947			R 6755372
6757521	2	33		6759947	4	14	
6757599			R 6754528	6759948			R 6757783
6757599			RB 6769530	6759948			RB 6772734
6757605			R 6754519	6759971	3-2	20	
6757605			RB 6768714	6759971	3-3	26	
6757621			R 6754550	6759974			R 6774616
6757621			RB 6768707	6763013			R 7374627
6757634			R 6755803	6763013	4	3	
6757634	3	20		6763013	4	19	
6757634	3-1	22		6764025	4	46	
6757709	1	48		6768267			R 6750272
6757709	1-1	46		6768267			RB 6832907
6757709	1-2	38		6768346	4	40	
6757712			R 6755325	6768350	3	34	
6757712			RB 6772408	6768350	3-1	36	
6757713			R 6755467	6768350	3-2	30	
6757713			RB 6769453	6768350	3-3	36	
6757729			R 6754489	6768351	3	33	
6757729			RB 6768942	6768351	3-1	35	
6757737	2	41		6768351	3-2	29	
6757737	4	50		6768351	3-3	35	
6757757	2	42		6768425	2	23	
6757758	4	45		6768425	4	29	
6757783			R 6754505	6768426	2	20	
6757783			RB 6759948	6768426	4	34	
6758054	4	26		6768644			R 6758213
6758124	2	19		6768644			RB 6769816
6758213			R 6753849	6768704	3	32	
6758213			RB 6768644	6768704	3-1	34	
6758284			R 6755463	6768704	3-2	28	
6758284			RB 6768903	6768704	3-3	34	
6758295	2	28		6768706			R 6757086
6758296			R 6703224	6768706	3	30	
6758296	3	25		6768706	3-1	32	
6758296	3-1	27		6768706	3-2	26	
6758592			RB 6772735	6768706	3-3	32	
6758597	3	58		6768707			R 6757621
6758597	3-1	58		6768707	3	29	
6758597	3-2	52		6768707	3-1	31	
6758597	3-3	58		6768714			R 6757605
6758599			R 6754549	6768714	3	23	
6758599			RB 6768956	6768714	3-1	25	
6758777	3	17		6768727	3	11	
6758987			RB 6772328	6768902			R 6755464
6758987	6-1	8		6768902	3	15	
6758988	6-1	8		6768902	3-1	18	
6759462	2	1		6768903			R 6758284

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PART NO	FIG NO	REF NO	HISTORY	PART NO	FIG NO	REF NO	HISTORY
6768903	3	11		6769622	3-3	55	
6768903	3-1	14		6769623			R 6769044
6768942			R 6757729	6769623	3	46	
6768942	1	42		6769631	3-2	16	
6768942	1-1	53		6769631	3-3	23	
6768942	1-2	32		6769816			R 6768644
6768942	3	49		6769816	3	31	
6768942	3-1	50		6769816	3-1	33	
6768942	3-2	44		6769816	3-2	27	
6768942	3-3	50		6769816	3-3	33	
6768955			R 6754549	6769818	3	3	
6768955	1	39		6769818	3-1	9	
6768955	1-1	44		6769818	3-2	3	
6768955	1-2	29		6769818	3-3	9	
6768956			R 6758599	6769849			R 6769049
6768956	3	46		6769849	3	60	
6768956	3-1	48		6769856			R 6769091
6768956	3-2	42		6769856	3	18	
6768956	3-3	48		6769856	3-1	21	
6769044			RB 6769623	6769876			RB 6775414
6769045	3	18		6769908	2	19	
6769048	3	16		6769988	6-1	12	
6769049			RB 6769849	6770239			R 8347316
6769050	4	49		6770239			RB 6755903
6769051	4	48		6770432			R 3689838
6769052	3	50		6770432	2	2	
6769053	3	63		6770538			R 6774627
6769054	3	49		6770538			RB 6779599
6769055	3	36		6771296			R 6754999
6769057	4	41		6771296	3	13	
6769060	3	10		6771296	3-1	16	
6769061	3	29		6772301	3-1	11	
6769062	3	23		6772301	3-3	11	
6769073	3	48		6772307			R 6756616
6769089			RB 6769622	6772307	6-1	8	
6769090			RB 6769621	6772309	3-1	6	
6769090	3	38		6772309	3-3	6	
6769091			R 6755838	6772310	3-1	13	
6769091			RB 6769856	6772312			R 6759930
6769105	3	11		6772312	1-1	2	
6769234			R 6755271	6772312	3-1	2	
6769234	1	59		6772312	3-3	2	
6769234	1-1	64		6772328			R 6758987
6769453			R 6757713	6772328	6-1	8	
6769453	3	10		6772408			R 6757712
6769491	3-2	17		6772408			RB 6830464
6769491	3-3	21		6772408	3	8	
6769530			R 6757599	6772734			R 6759948
6769530			RB 6774626	6772734	4	11	
6769530	3	36		6772735			R 6758592
6769530	3-1	38		6772735	2	39	
6769621			R 6769090	6772786	2	19	
6769621	3	38		6773199	1	32	
6769621	3-1	40		6773199	1-1	37	
6769621	3-2	34		6773200	1	23	
6769621	3-3	40		6773200	1-1	28	
6769622			R 6769089	6773249			R 6753857
6769622	3	55		6773249	2	8	
6769622	3-1	55		6773249	4	10	
6769622	3-2	49		6773679	3-2	15	

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PART NO	FIG NO	REF NO	HISTORY	PART NO	FIG NO	REF NO	HISTORY
6773679	3-3	22		6777110			RB 6777885
6773933	4	41		6777110	1-2	7	
6774008	3-2	60		6777120	4	8	
6774012	1-2	2		6777448	1-2	3	
6774012	3-2	56		6777448	3-2	57	
6774104	1	32		6777449	1-2	4	
6774104	1-1	37		6777449	3-2	58	
6774104	1-2	22		6777459			RB 6777110
6774105	1	65		6777460			RB 6777108
6774105	1-1	70		6777884			R 6777108
6774105	1-2	12		6777884	1-2	6	
6774109			RB 6778111	6777885			R 6777110
6774155			R 6701230	6777885	1-2	7	
6774155	1	38		6778111			R 6774109
6774155	1-1	43		6778111	1-2	11	
6774155	1-2	28		6778121			R 6756637
6774155	3-1	46		6778121	5-1	34	
6774155	3-2	40		6778856			R 753859
6774155	3-3	46		6778856			RB 6833225
6774266	3	46		6778857			R 753860
6774266	3-2	42		6778857			RB 6833226
6774266	3-3	48		6779597			R 6779974
6774572			R 6756348	6779597	3-2	23	
6774572	3	61		6779597	3-3	29	
6774616			RB 6759974	6779599			R 6770538
6774620	3-2	14		6779599	3-2	23	
6774620	3-3	20		6779599	3-3	29	
6774621	3-2	19		6779974			RB 6779597
6774621	3-3	25		6830464			R 6772408
6774622			RB 6776818	6830464	3-2	5	
6774626			R 6769530	6831578	4	8	
6774626	3-2	32		6832907			R 6768267
6774626	3-3	38		6832907	1	43	
6774627			RB 6770538	6832907	1-1	52	
6774794	3-2	25		6832907	1-2	33	
6774794	3-3	31		6832907	3	52	
6774816	3-3	13		6832907	3-1	52	
6774847	3-2	12		6832907	3-2	46	
6774847	3-3	18		6832907	3-3	52	
6774962			RB 6836585	6832944	1	64	
6774966	3-2	11		6832944	1-1	69	
6774966	3-3	17		6833225			R 6778856
6774968	3-2	10		6833225	2	15	
6774968	3-3	16		6833225	4	20	
6775414			R 6769876	6833226			R 6778857
6775414	3	1		6833226	2	15	
6775414	3-1	7		6833226	4	20	
6775414	3-2	1		6836585			R 6774962
6775414	3-3	7		6836585	3-2	8	
6776818			R 6774622	6836585	3-3	14	
6776818	3-2	7		7374627			RB 6763013
6777106	1	23		7450737			R 8347400
6777106	1-1	28		7450737	3	12	
6777106	1-2	13		7450737	3-1	15	
6777107	1-2	9		7709143			RB 6751822
6777108			R 6777460	8347316			RB 6770239
6777108			RB 6777884	8347400			RB 7450737
6777108	1-2	6		8522609	7-1	4	
6777109	1-2	8		8618363	1-1	9	
6777110			R 6777459	8618363	3-1	12	

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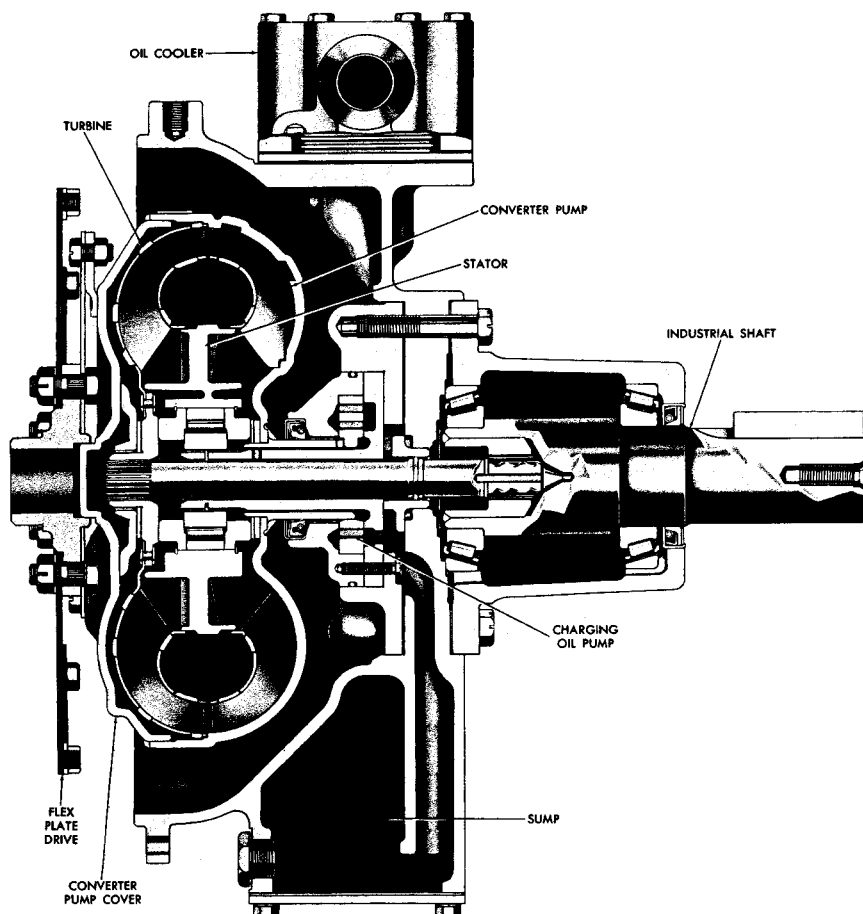
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PART NO	FIG NO	REF NO	HISTORY	PART NO	FIG NO	REF NO	HISTORY
8618363	3-3	12					
9409033	1-2	5					
9409038			R 181374				
9409038	6-1	10					
9409052			R 9409258				
9409052	3-2	55					
9409055			RB 9409203				
9409055	2	7					
9409060	7-1	18					
9409062	1	36					
9409062	1-1	41					
9409062	1-2	26					
9409073			RB 9409088				
9409088			R 9409073				
9409088	3	21					
9409088	3-1	23					
9409203			R 9409055				
9409203			RB 9409240				
9409203	2	7					
9409203	2	38					
9409203	4	9					
9409203	4	23					
9409227	4	23					
9409227	7-1	13					
9409240			R 9409203				
9409240	2	7					
9409240	4	9					
9409258			RB 9409052				
9409258	3-2	55					
9411628			R 6757374				
9411628			RB 9417910				
9412270	3	2					
9412270	3-1	8					
9412270	3-2	2					
9412270	3-3	8					
9417499	3-2	9					
9417499	3-3	15					
9417910			R 9411628				
9417910			RB 907851				
9420046	3-2	18					
9420046	3-3	24					
9422228			R 6751541				
9422228	2	12					
9422228	4	16					

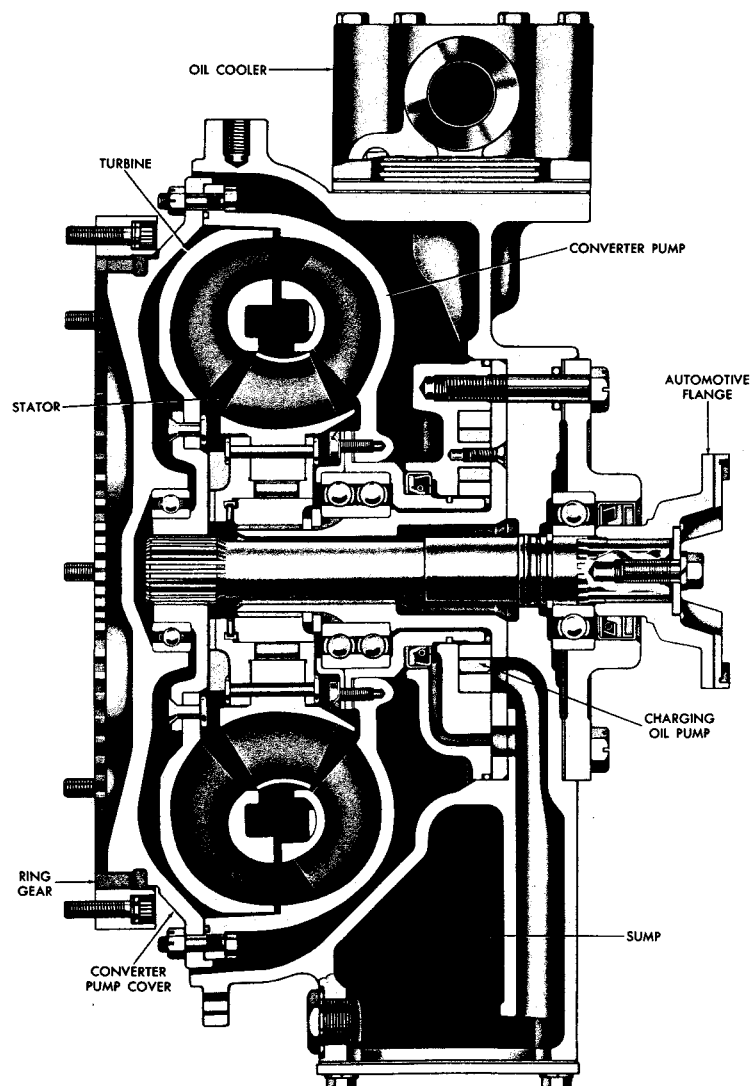
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**TC 250, TC 300
CROSS SECTION**



Model TC 250 converter—cross-section view



Model TC 300 converter (3-element)—cross-section view