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Rev. "B"
April 12, 1968

<u>New Part No.</u>	<u>Old Part No.</u>	<u>Part Name</u>
6776680	6770557	Plug, Main Pressure Regulator
6776680	6758368	Plug, Main Pressure Regulator

(6776680 replaces both 6770557 and 6758368)

Description of Changes

The main pressure regulator plug was lengthened so that it completely fills the bore in the valve body. Also, the depth of the spring bore in the plug was decreased from the original depth of .590" to a new depth of .720".

Assembly Information

1. Main Pressure Regulator Plug

Simply remove the old plug and install a new plug.

It may be necessary to add shims to the booster plug end of the main pressure regulating valve to adjust the pressure to the desired level. Each shim P/N 6769783 will affect the pressure approximately 6 psi. Each shim P/N 6768264 will affect the pressure approximately 10 psi. Adjust the pressure to 180-185 at 1500 rpm engine speed, with the transmission output stalled.

2. Trimmer Changes

Remove the control valve body assembly and the oil transfer plate. Install the new oil transfer plate 6776681.

Remove the old neutral trimmer valve and install the new valve. Be sure there is not a dot of green paint on the face of the valve.

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5960 and 6060 Models:

Remove the intermediate valve cover, gasket, plug spring, plug stop, plug, valve inner spring, valve outer spring and valve. Install the new valve 6776678, making sure there is a dot of green paint on the face of the valve. Install the valve springs which were removed. Install the plug. Install the new spring 6776676, identified by green paint on one end. Insert the new inner spring 6776677 into the previously installed spring. The inner spring is also identified by green

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paint. Insert the new plug stop 6770530 into the inner spring. Install gasket and bolt on the new cover, identified by a dot of green paint on the inner surface.

Rev. "B" 5660 and 5860 Models:

Remove the intermediate valve cover, gasket, inner 6776677 and outer 6776676 springs, plug stop 6770530 (1/2" O. D.), plug valve, inner and outer springs and trimmer valve. Install new trimmer valve 6773191 (no green paint) springs 6769825 and 6759964, valve 6773192, spring 6776676 only (omit spring 6776677), new stop 6759968 (3/4" O. D.). Install gasket and valve cover.

Bolt on the valve body assembly.

Effect on Interchangeability

The new main pressure regulator plug can be used in all 5000 and 6000 series transmissions (except CRT 5000 models) without regard to serial number, however, the pressure schedule will be affected (see last paragraph on Page 1).

The new trimmer valve parts can be used in all 5660, 5860, 5960 and 6060 series transmissions, regardless of serial number, but should be used as a group.

Note on Vehicle Operation - When making shifts from Neutral to any range, do not accelerate the engine until the shift is completed.

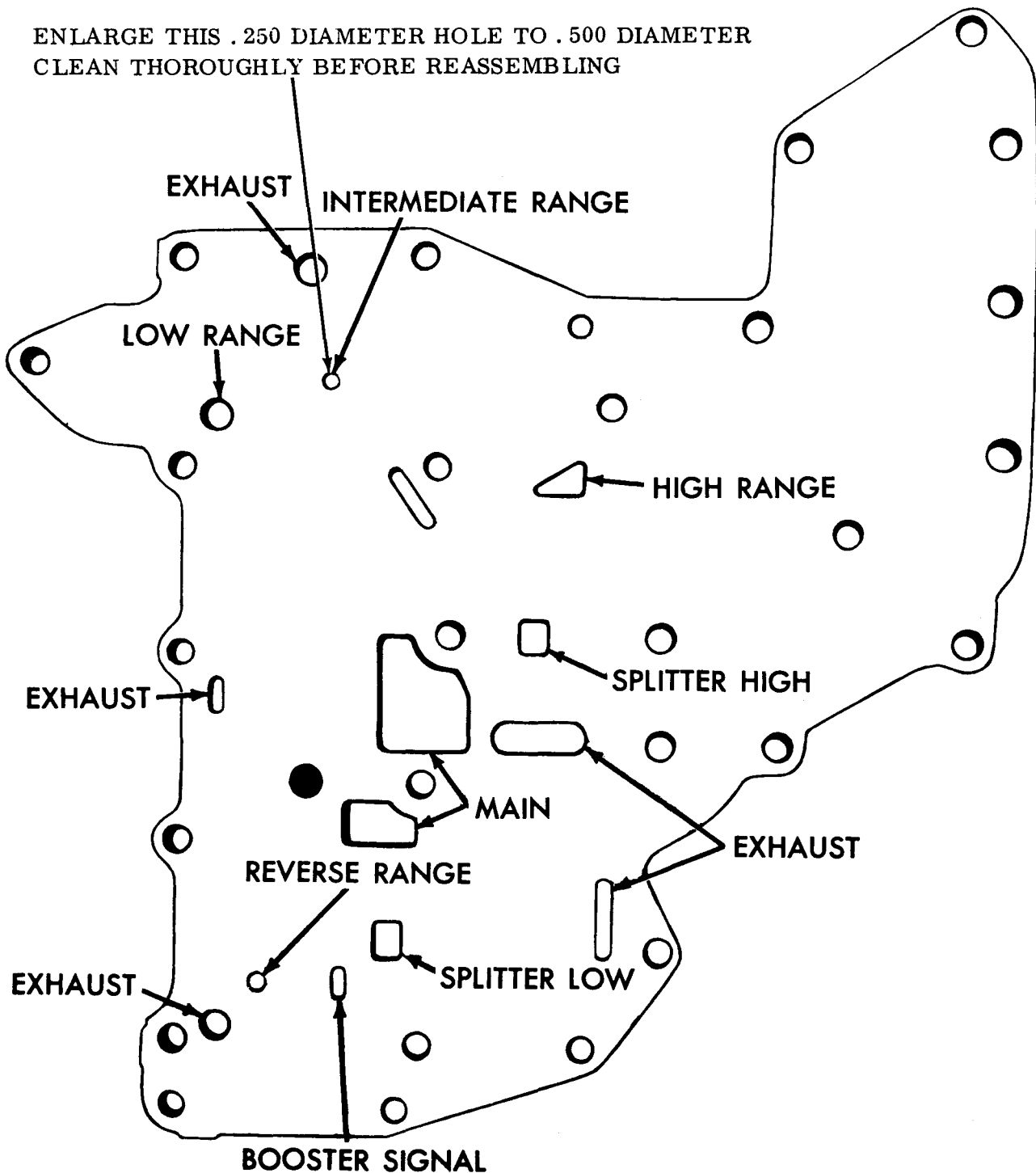
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REWORK PLATE 6773196 TO THE 6776681 CONFIGURATION BY
DRILLING OUT THE INTERMEDIATE OIL HOLE AS SHOWN ABOVE

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April 20, 1964

Subject: Change In Breather Installation

Equipment Affected: HT-70 Transmissions
4000 Series Transmissions
5640-5840-5940 Series Transmissions
5660-5860-5960-6060 and 6061 Series Transmissions

Effective Serial Numbers: S/N 274 - HT-70 and 4000 Series
S/N 35379 - 5000-6000 Series

A machining change has been made in the main housings, used in the above listed transmissions, to eliminate the use of a nipple, P/N 5191338, and a plug assembly, P/N 6774301. Previously, a 1-1/2" hole was bored in the housing to accept the nipple. The plug assembly was then pressed into the nipple. The plug was threaded to accept the breather assembly. (See S.P.I. No. 533.)

The housings are now drilled and tapped (3/8 NPTF) to accept an automotive pipe reducer plug, P/N 444029, which has a 1/4 NPTF inside diameter thread. Either the breather, P/N 6774565, or a hose connection (for a remote mounted breather) can be screwed into the reducer.

Effect on Interchangeability

The new reducer plug, P/N 444209, can be used in only those transmissions which have serial numbers above S/N 273 (HT-70 and 4000 Series) and S/N 35378 (5000-6000 Series).

The replaced plug assembly, P/N 6774301, and nipple, P/N 5191338, can be used in only those transmissions which have serial numbers below S/N 274 (HT-70 and 4000 Series) and S/N 35379 (5000-6000 Series). Both replaced parts will be available for service.

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February 6, 1965

Subject: Release of Freewheel Roller Springs

Equipment Affected: All 5000 Series Transmissions with a 4-Element Torque Converter Having The 12-Pocket Stator Cam Design

Effective Serial Number: 40283

A new spring 6778184 has been released to replace spring 6769966 in the subject torque converter stator cams. The new spring has a free height of 1.429 inches as compared to 1.87 inches for the old spring with its load tension reduced by approximately 50 per cent. The new spring permits a more responsive stator action under all work conditions, resulting in better overall torque converter performance.

Interchangeability:

New springs 6778184 may be installed in all transmissions prior to the Effective Serial Number, if they are equipped with the type torque converter described above.

The new springs 6778184 must not be intermixed with old springs 6769966. Use new springs in sets only.

Spare Parts Information

Old spring 6769966 is hereby completely cancelled for service.

Old spring 6769966 in customer stock may be used in transmissions prior to the Effective Serial Number.

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February 25, 1965

Subject: Transmission Output Shaft and Speedo Drive Gear Changes

Equipment Affected: 5640, 5660, 5840, 5860, 5940, 5960, 6060 and 6061
Straight-Through Models

Effective Serial Number: 40386

As a product improvement, a new output shaft has been released. The speedo drive gear key slot has been eliminated from the shaft and an annulus added at a lube hole. The new shaft permits the elimination of the machined keyway in the mating speedo drive gear and its drive pin (key). Aside from reducing machining operations and eliminating a part, the change also increases the cross-sectional strength of the shaft.

The part changes are as follows:

<u>New Part No.</u>	<u>Old Part No.</u>	<u>Part Name</u>
6777968	6772163	Trans. Output Shaft
6777969	6772155	Speedo Drive Gear
	6768722	Pin

Interchangability:

The new parts are interchangeable individually with the old parts after Serial Number 20549.

If replacing shaft 6772163, discard pin 6768722.

If replacing gear 6772155, discard pin 6768722.

If replacing pin 6768722, it is no longer required.

Spare Parts Information:

All old parts are hereby completely canceled for customer service.

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<u>New Part No.</u>	<u>Old Part No.</u>	<u>Qty.</u>	<u>Part Name</u>
6832484	6775115 (Kit P/N 6777672)	4	Sealring, Piston O. D. (Fwd. , Rev. , High, Intermediate)
	6775134	4	Expander, Piston O. D. (Fwd. , Rev , High, Intermediate)
6832486	6775117 (Kit P/N 6777673)	3	Sealring, Piston I. D. (Fwd. , Rev. , High)
	6775136	3	Expander, Piston I. D. (Fwd. , Rev. , High)

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<u>New Part No.</u>	<u>Old Part No.</u>	<u>Qty.</u>	<u>Part Name</u>
6832485	6775121 (Kit P/N 6777675)	1	Sealring, Piston I. D. (Intermediate)
	6775140	1	Expander, Piston I. D. (Intermediate)
6831034	6754587	3	Piston, Clutch (Fwd. , Rev. , High)
6832618	6770701	1	Piston, Intermediate Clutch

CRT-5531, 5532, 5534, 6030, 6031 Transmissions

<u>New Part No.</u>	<u>Old Part No.</u>	<u>Qty.</u>	<u>Part Name</u>
6832484	6775115 (Kit P/N 6777672)	3	Sealring, Piston O. D. (Fwd. , Rev. , High)
	6775134	3	Expander, Piston O. D. (Fwd. , Rev. , High)
6832486	6775117 (Kit P/N 6777673)	3	Sealring, Piston I. D. , (Fwd. , Rev. , High)
	6775136	3	Expander, Piston I. D. (Fwd. , Rev. , High)
6832619	6775124 (Kit P/N 6777674)	1	Sealring, Piston O. D. (Intermediate)
	6775143	1	Expander, Piston O. D. (Intermediate)
6832485	6775121 (Kit P/N 6777675)	1	Sealring, Piston I. D. (Intermediate)
	6775140	1	Expander, Piston I. D. (Intermediate)
6832621	6775122 (Kit P/N 6777676)	1	Sealring, Piston O. D. (Low)

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<u>New Part No.</u>	<u>Old Part No.</u>	<u>Qty.</u>	<u>Part Name</u>
	6775141	1	Expander, Piston O. D. (Low)
6832622	6775123 (Kit P/N 6777677)	1	Sealring, Piston I. D. (Low)
	6775142	1	Expander, Piston I. D. (Low)
6832717	6770729	1	Hub Assy., Low Clutch (5531-32-34 Models)
6832719	6777237	1	Hub Assy., Low Clutch (6030-31 Models)
6832620	6769235	1	Piston, Low Clutch
6832720	6777176	1	Piston, Intermediate (6030-31 Models)
6831034	6754587	3	Piston, Clutch (Fwd., Rev., High)
6832618	6770701	1	Piston, Intermediate (5531-32-34 Models)

CRT-5630, 5631 Transmissions

<u>New Part No.</u>	<u>Old Part No.</u>	<u>Qty.</u>	<u>Part Name</u>
6832484	6775115 (Kit P/N 6777672)	4	Sealring, Piston O. D. (Fwd., Rev., High, Intermediate)
	6775134	4	Expander, Piston O. D. (Fwd., Rev., High, Intermediate)
6832486	6775117 (Kit P/N 6777673)	3	Sealring, Piston I. D. (Fwd., Rev., High)
	6775136	3	Expander, Piston I. D. (Fwd., Rev., High)
6832485	6775121 (Kit P/N 6777675)	1	Sealring, Piston I. D. (Intermediate)
	6775140	1	Expander, Piston I. D. (Intermediate)

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<u>New Part No.</u>	<u>Old Part No.</u>	<u>Qty.</u>	<u>Part Name</u>
6832621	6775122 (Kit P/N 6777676)	1	Sealring, Piston O. D. (Low)
	6775141	1	Expander, Piston O. D. (Low)
6832622	6775123 (Kit P/N 6777677)	1	Sealring, Piston I. D. (Low)
	6775142	1	Expander, Piston I. D. (Low)
6831034	6754587	3	Piston, Clutch (Fwd. , Rev. , High)
6832617	6754588	1	Piston, Clutch (Intermediate)
6832717	6770729	1	Hub Assy. , Low Clutch
6832620	6769235	1	Piston, Low Clutch

5640, 5660, 5840, 5860 Transmissions

<u>New Part No.</u>	<u>Old Part No.</u>	<u>Qty.</u>	<u>Part Name</u>
6832484	6775115 (Kit P/N 6777672)	4	Sealring, Piston O. D. (Splitter High, Low, Intermediate, Reverse)
	6775134	4	Expander, Piston O. D. (Splitter High, Low, Intermediate, Reverse)
6832486	6775117 (Kit P/N 6777673)	2	Sealring, Piston I. D. (Low, Inter- mediate)
	6775136	2	Expander, Piston I. D. (Low, Inter- mediate)
6832485	6775121 (Kit P/N 6777675)	1	Sealring, Piston I. D. (Splitter High)
	6775140	1	Expander, Piston I. D. (Splitter High)
6832487	6775116 (Kit P/N 6777678)	1	Sealring, Piston I. D. (Reverse)

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<u>New Part No.</u>	<u>Old Part No.</u>	<u>Qty.</u>	<u>Part Name</u>
	6775135	1	Expander, Piston I. D. (Reverse)
6832481	6775118 (Kit P/N 6777679)	2	Sealring, Piston O. D. (Splitter Low, High)
	6776434	2	Expander, Piston O. D. (Splitter Low, High)
6832037	6775846	1	Drum Assy. , Splitter Clutch
6832617	6754588	1	Piston, Splitter Overdrive Clutch
6832035	6831157	1	Drum Assy. , High Clutch
6831034	6754587	2	Piston, Clutch - Low & Intermediate
6831032	6775907	1	Piston, Reverse Clutch
6832928	6833673	1	Cover Assy. , Transfer Gear
6832700	6770673	1	Housing Assy. , Transfer Gear
6832699	6769799	1	Housing, Output Drive
6833616	6759065	1	Housing, Output Drive

5940, 5960 Transmissions

<u>New Part No.</u>	<u>Old Part No.</u>	<u>Qty.</u>	<u>Part Name</u>
6832484	6775115 (Kit P/N 6777672)	3	Sealring, Piston O. D. (Intermediate, Low, Reverse)
	6775134	3	Expander, Piston O. D. (Intermediate, Low, Reverse)
6832486	6775117 (Kit P/N 6777673)	2	Sealring, Piston I. D. (Intermediate, Low)
	6775136	2	Expander, Piston I. D. (Intermediate, Low)

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<u>New Part No.</u>	<u>Old Part No.</u>	<u>Qty.</u>	<u>Part Name</u>
6832487	6775116 (Kit P/N 6777678)	1	Sealring, Piston I. D. (Reverse)
	6775135	1	Expander, Piston I. D. (Reverse)
6832481	6775118 (Kit P/N 6777679)	2	Sealring, Piston O. D. (Splitter Low, High)
	6776434	2	Expander, Piston O. D. (Splitter Low, High)
6832483	6775119 (Kit P/N 6777680)	1	Sealring, Piston I. D. (Splitter High)
	6775138	1	Expander, Piston I. D. (Splitter High)
6832482	6775120 (Kit P/N 6777681)	1	Sealring, Piston O. D. (Splitter High)
	6775139	1	Expander, Piston O. D. (Splitter High)
6832037	6775846	1	Drum Assy. , Splitter Clutch
6831031	6777770	1	Piston, Splitter Clutch
6832035	6831157	1	Drum Assy. , High Clutch
6831034	6754587	2	Piston, Clutch (Low & Intermediate)
6831032	6775907	1	Piston, Reverse Clutch
6832928	6833673	1	Cover Assy. , Transfer Gear
6832694	6830636	1	Cover Assy. , Transmission Rear
6832696	6779815	1	Adapter Assy. , Transmission Rear
6832700	6770673	1	Housing Assy. , Transfer Gear
6833616	6759065	1	Cover Assy. , Output Drive

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6060, 6061 Transmissions

<u>New Part No.</u>	<u>Old Part No.</u>	<u>Qty.</u>	<u>Part Name</u>
6832484	6775115 (Kit P/N 6777672)	3	Sealring, Piston O. D. (Intermediate, Low, Reverse)
	6775134	3	Expander, Piston O. D. (Intermediate, Low, Reverse)
6832486	6775117 (Kit P/N 6777673)	1	Sealring, Piston I. D. (Low)
	6775136	1	Expander, Piston I. D. (Low)
6832485	6775121 (Kit P/N 6777675)	1	Sealring, Piston I. D. (Intermediate)
	6775140	1	Expander, Piston I. D. (Intermediate)
6832487	6775116 (Kit P/N 6777678)	1	Sealring, Piston I. D. (Reverse)
	6775135	1	Expander, Piston I. D. (Reverse)
6832481	6775118 (Kit P/N 6777679)	2	Sealring, Piston O. D. (Splitter Low, High)
	6776434	2	Expander, Piston O. D. (Splitter Low, High)
6832483	6775119 (Kit P/N 6777680)	1	Sealring, Piston I. D. (Splitter High)
	6775138	1	Expander, Piston I. D. (Splitter High)
6832482	6775120 (Kit P/N 6777681)	1	Sealring, Piston O. D. (Splitter High)
	6775139	1	Expander, Piston O. D. (Splitter High)
6832037	6775846	1	Drum Assy., Splitter Clutch

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<u>New Part No.</u>	<u>Old Part No.</u>	<u>Qty.</u>	<u>Part Name</u>
6831031	6777770	1	Piston, Splitter Clutch
6832035	6831157	1	Drum Assy. , High Clutch
6831033	6775841	1	Piston, Intermediate Clutch
6831034	6754587	1	Piston, Low Clutch
6831032	6775907	1	Piston, Reverse Clutch
6832928	6833673	1	Cover Assy. , Transmission Rear

8860, 8960 Transmissions

<u>New Part No.</u>	<u>Old Part No.</u>	<u>Qty.</u>	<u>Part Name</u>
6832481	6775118 (Kit P/N 6777679)	2	Sealring, Piston O. D. (Splitter Low, 5th & 6th)
	6776434	2	Expander, Piston O. D. (Splitter Low, 5th & 6th)
6832482	6775120 (Kit P/N 6777681)	2	Sealring, Piston O. D. (Splitter High, 2nd Range)
	6775139	2	Expander, Piston O. D. (Splitter High, 2nd Range)
6832483	6775119 (Kit P/N 6777680)	1	Sealring, Piston I. D. (Splitter High)
	6775138	1	Expander, Piston I. D. (Splitter High)
6832484	6775115 (Kit P/N 6777672)	1	Sealring, Piston O. D. (3rd & 4th Range)
	6775134	1	Expander, Piston O. D. (3rd & 4th Range)
6832485	6775121 (Kit P/N 6777675)	1	Sealring, Piston I. D. (3rd & 4th Range)

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<u>New Part No.</u>	<u>Old Part No.</u>	<u>Qty.</u>	<u>Part Name</u>
	6775140	1	Expander, Piston I. D. (3rd & 4th Range)
6832485	6775117 (Kit P/N 6777673)	1	Sealring, Piston I. D. (2nd Range)
	6775136	1	Expander, Piston I. D. (2nd Range)
6831031	6777770	1	Piston, Splitter High
6831033	6775841	1	Piston, 3rd & 4th Range
6833149	6754587	1	Piston, 2nd Range
6832623	6776634	1	Hub Assy., Splitter Low
6832625	6831124	1	Hub Assy., 5th & 6th Range Clutch (8860 Models)
6832627	6779569	1	Hub Assy., 5th & 6th Range Clutch (8960 Models)

Interchangeability

The new sealrings may be used on transmissions prior to the Effective Serial Number on Page 1, but the new mating drum, hub, housing, adapter, output cover and/or piston must also be used.

Note: When servicing transmissions prior to the Effective Serial Number with new output drive cover assembly P/N 6833616, transfer gear housing assembly P/N 6832700, transfer gear housing assembly P/N 6832699, transmission rear adapter assembly P/N 6832696, output drive housing assembly P/N 6832694 or output drive housing assembly P/N 6832928, the rear oil pump assembly (push-start pump) must be removed from transmission assembly, if present.

Spare Parts Information

All old sealrings and expanders will be maintained for servicing transmissions prior to the Effective Serial Number.

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All remaining old parts are hereby completely canceled for customer service.

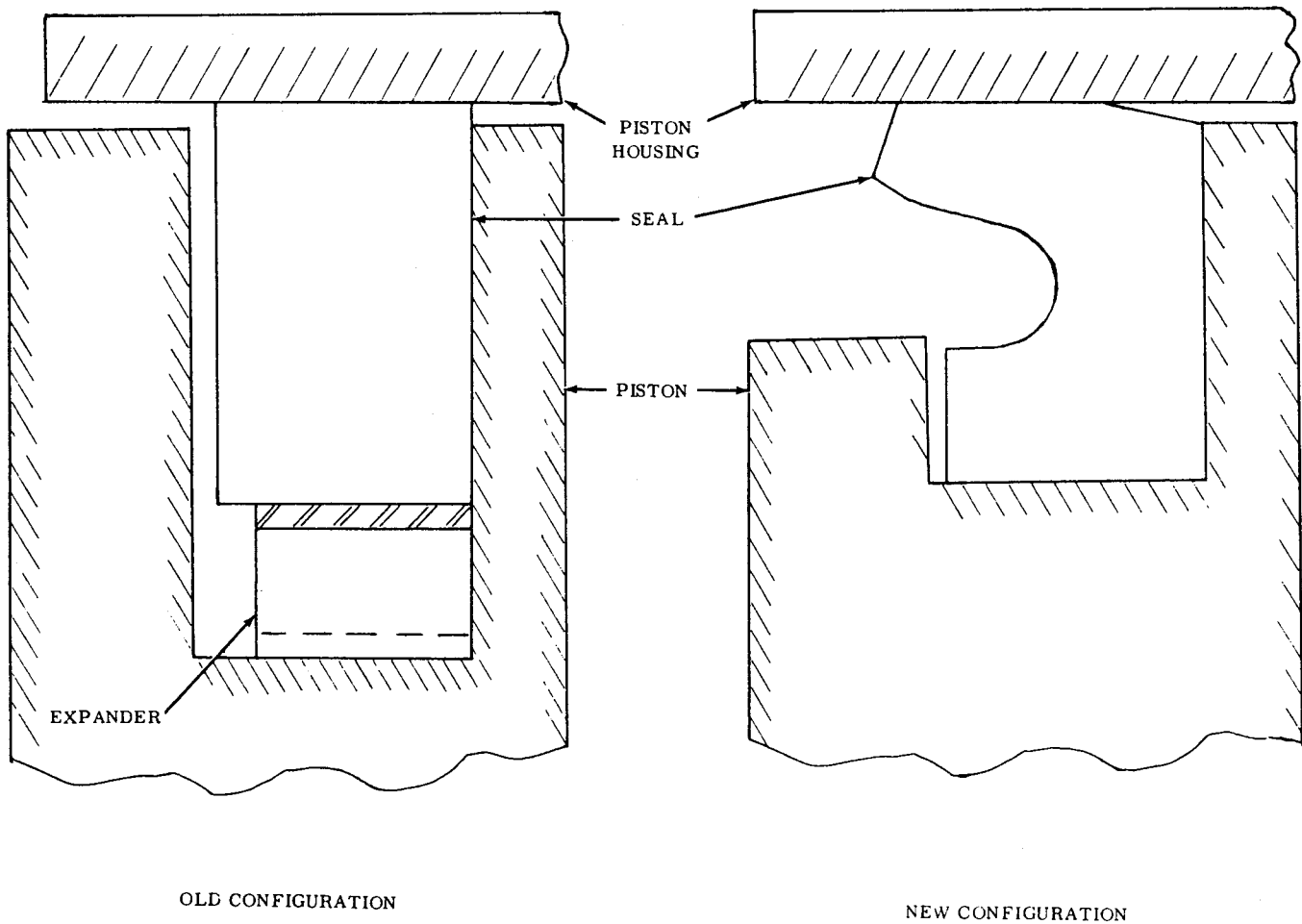


Figure 1. Typical Seal Installation - Seal and Expander vs. New Lip-Type Seal

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February 21, 1966

Subject: Eliminating Reverse Ring Gear Retainer Washer

Equipment Affected: CT, CLT, CLBT 5000 and 6000 Series Transmissions

Effective Serial Number: 43317

The lock tab retainer washer used to retain the reverse-range ring gear on the reverse carrier assembly is being eliminated. The washer and its retaining bolt are being replaced by a new self-locking bolt with a higher torque rating. The new bolt will provide reliable retention and eliminate the necessity of the lock tab washer.

The new bolt should be torqued 41-49 lb. ft.

Part number changes are as follows:

<u>New Part No.</u>	<u>Old Part No.</u>	<u>Qty.</u>	<u>Part Name</u>
9409033	181356	6	Bolt
	6758535	6	Washer

Interchangeability Affected

New bolt P/N 9409033 may be used on all transmissions regardless of transmission serial number. Washer P/N 6758535 is not required.

When using old bolt P/N 181356 also use washer P/N 6758535.

Spare Parts Information

Washer P/N 6758535 will be maintained for customer service.

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August 12, 1966

Subject: Release of Heavy-Duty Splitter Planetary Carrier

Equipment Affected: CT, CLT, CLBT, VCLBT 5000 and 6000 Series Transmissions

Effective Serial Number: 44460

Exception: 44779 on 5660 Model Transmissions

As a product improvement, a heavy-duty splitter carrier has been released for the subject transmissions. The cross sectional thickness at the carrier hub has been increased to provide a stronger and more durable component for new transmission applications.

Increased hub dimension will also require a new mating bearing assembly.

Part number changes are as follows:

<u>New Part No.</u>	<u>Old Part No.</u>	<u>Qty.</u>	<u>Part Name</u>
*6779801	6772218	1	Splitter carrier assembly
*6779802	6770554	1	Splitter carrier
**6779790	6769287	1	Splitter carrier assembly
**6779791	6768750	1	Splitter carrier
907888	954529	1	Bearing

*For servicing transmissions after S/N 18245

**For servicing transmissions prior to S/N 18246

Interchangeability Affected

New parts may be used on transmissions prior to the Effective Serial Number (see above), but must be used together.

Spare Parts Information

Old bearing P/N 954529 will be maintained for service on transmissions prior to the Effective Serial Number.

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Subject: Rework of Lockup Clutch Piston

Equipment Affected: TCL 500 Torque Converters

**CLT, CLBT, VCLBT 5000 and 6000
Model Transmissions**

Worn guide pin bores of the lockup clutch pistons can now be reworked in the field. The rework consists of reboring and installing a bushing. If a piston is reworked, it is recommended that all four (4) bore locations should have bushing installed.

The bushing P/N 6832547 is for field service use only and is not used in production transmissions.

The rework procedure is as follows:

1. Drill and ream for size the four bores as indicated in Figure 1.
2. Pack the bushing P/N 6832547, in dry ice and allow to cool for a minimum of thirty minutes.
3. Install bushing, pressing it into bore, flush to 0.010 inch below bore surface. Refer to Figure 2.

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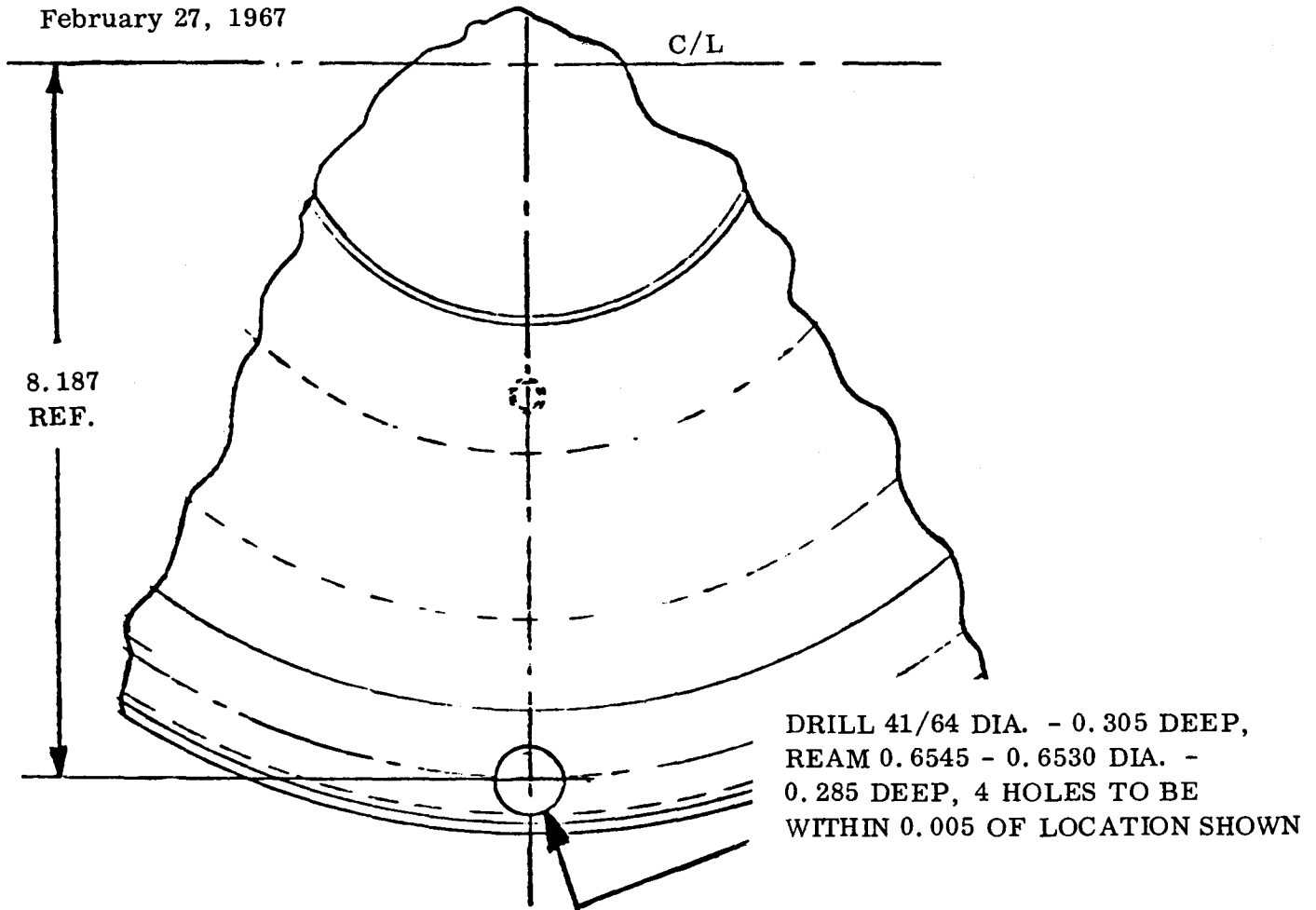


FIG. 1. LOCKUP PISTON - HOLE LOCATION AND REBORE INSTRUCTIONS

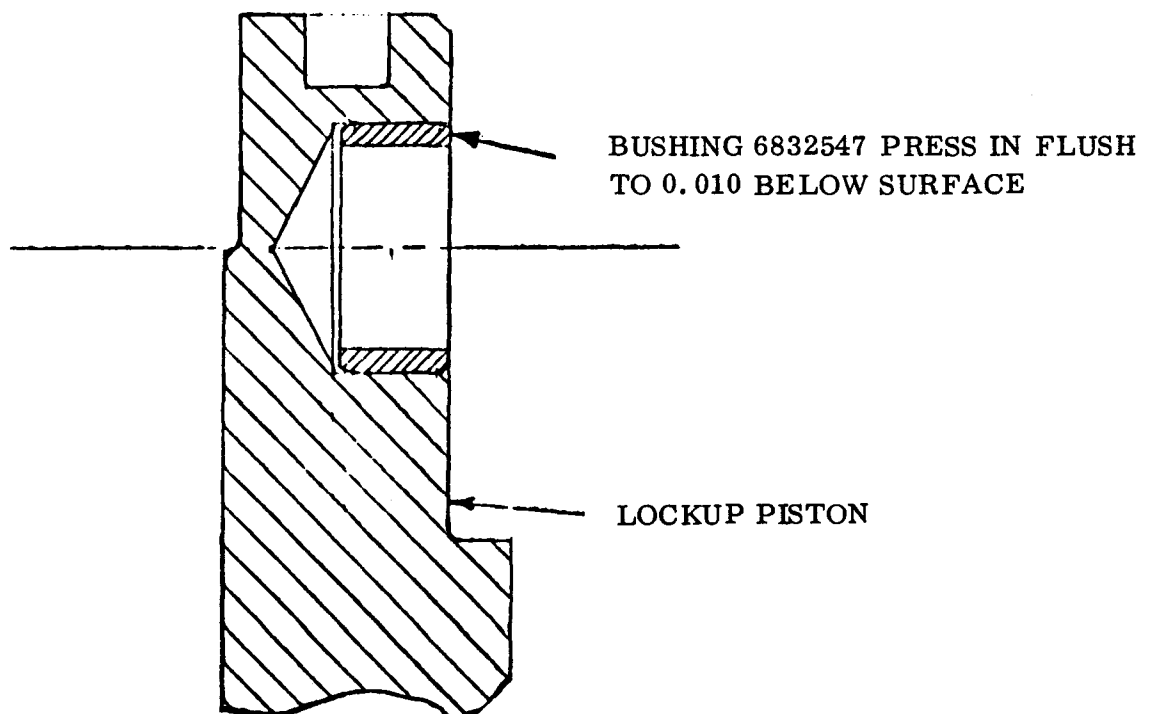


FIG. 2. LOCKUP PISTON - BUSHING INSTALLED

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May 4, 1967

Subject: Release of New Friction Clutch Plates

Equipment Affected: CT, CLT, CBT, CLBT 5000 and 6000 Series Transmissions

DP 8860 Model Transmissions

Effective Serial Number: 46747 5000 Series

46444 6000 Series

359 DP 8860

As a product improvement, a new friction (internal-spline) plate has been released for the subject transmissions, reflecting both design and material changes. This plate has been designed to meet the torque and load requirements to which these heavy-duty applications are subjected. The plate has an improved spline design. The new bonded friction material, with a calculated surface pattern design change, has proven to be superior in wear and durability.

Part Number changes necessary are as follows:

5640, 5660, 5840, 5860 Models

<u>New Part No.</u>	<u>Old Part No.</u>	<u>Qty.</u>	<u>Part Name</u>
6830920	6830954	19	Plate, Internal Spline
6831848	6772181	1	Hub Assy. , Splitter
6831121	6758339	1	Hub, Splitter
6831117	6773756	1	Gear, High & Inter. Ring
6831120	6775830	1	Gear, Low Ring
6831118	6773754	1	Gear, Reverse Ring

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5940, 5960 Models

<u>New Part No.</u>	<u>Old Part No.</u>	<u>Qty.</u>	<u>Part Name</u>
6830920	6830954	20	Plate, Internal Spline
6831139	6772180	1	Hub Assy. , Splitter
6831067	6770627	1	Hub, Splitter
6831117	6773756	1	Gear, High & Inter. Ring
6831120	6775830	1	Gear, Low Ring
6831118	6773754	1	Gear, Reverse Ring

6060, 6061 Models

<u>New Part No.</u>	<u>Old Part No.</u>	<u>Qty.</u>	<u>Part Name</u>
6830920	6830954	21	Plate, Internal Spline
6831139	6772180	1	Hub Assy. , Splitter
6831067	6770627	1	Hub, Splitter
6831069	6775832	1	Gear, High & Inter. Ring
6831120	6775830	1	Gear, Low Ring
6831119	6775713	1	Gear, Reverse Ring (6061 Models)
6831118	6773754	1	Gear, Reverse Ring (6060 Models)

DP 8860 Models

<u>New Part No.</u>	<u>Old Part No.</u>	<u>Qty.</u>	<u>Part Name</u>
6830920	6830954	21	Plate, Internal Spline
6831139	6772180	1	Hub Assy. , Splitter
6831067	6770627	1	Hub, Splitter
6831069	6775832	1	Gear, High & Inter. Ring
6831122	6830791	1	Gear, Low Ring

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May 4, 1967

Interchangeability Affected

New parts may be used on transmissions prior to the Effective Serial Number on Page 1, but must be used together.

Spare Parts Information

All old parts are hereby completely cancelled for customer service. Note: A graphite clutch plate P/N 6830295 has been released as a service replacement for those transmissions prior to the Effective S/N; to be used with old gears and hubs. In replacing old gears and hubs prior to Effective S/N, use new parts, plus required quantity of 6830920 plate.

Oil Discoloration

The use of the new clutch plates may cause discoloration (black) of the transmission oil. The friction material of the plate contains graphite that produces this coloration. The condition is normal and in no way affects transmission performance or operation.

Transmission oil or oil filter element change interval remains the same. The recommendations stated in the present pertinent Allison Service Manual still applies.

Clutch plates should be soaked in Type C-1 transmission oil for approximately two minutes prior to installation.

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July 12, 1967

Subject: Release of New Low Range Carrier Assemblies

Equipment Affected: CT, CBT, CLT, CLBT 5000 and 6000 Series Transmissions

Effective Serial Number: 46576 Carrier Assembly P/N 6831150 (5 Pinion)

46956 Carrier Assembly P/N 6831149 (4 Pinion)

As a product improvement, new low range carrier assemblies have been released for the 5000 and 6000 series transmissions. The new carriers incorporate caged needle roller pinion bearings and fiber thrust washers. Previously, bronze washers and roller type bearings with spacers were used. Pinion gear teeth are control finished for uniform drive load. These changes will provide a durable and reliable carrier assembly for new transmission applications.

The part number changes necessary are as follows:

For 5-Pinion Carrier Assemblies

<u>New Part No.</u>	<u>Old Part No.</u>	<u>Qty.</u>	<u>Part Name</u>
6831150	6775707	1	Carrier Assy. , Low Range
6832007	6776073	1	Pinion Set (Matched Set of 5 Pinions)
6830130	6768759	10	Washer, Thrust
	6769262	10	Spacer
	6756275	140	Roller
6830333		5	Bearing Assy. , Needle Roller

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For 4-Pinion Carrier Assemblies

<u>New Part No.</u>	<u>Old Part No.</u>	<u>Qty.</u>	<u>Part Name</u>
6831149	6772865	1	Carrier Assy., Low Range
6832006	6772935	1	Pinion Set (Matched Set of 4 Pinions)
6830130	6768759	8	Washer, Thrust
	6769262	8	Spacer
	6756275	112	Roller
6830333		4	Bearing Assy., Needle Roller

Interchangeability

When servicing carrier assemblies of transmissions prior to the Effective Serial Number, new washers, bearing assemblies and pinions must be used together.

Do not intermix old and new type bearings in a carrier assembly.

Spare Parts Information

The following parts will be maintained for servicing carrier assemblies prior to the Effective Serial Number.

<u>Part No.</u>	<u>Part Name</u>
6756275	Roller
6769262	Spacer
6778759	Washer

All remaining old parts are hereby completely canceled.

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November 6, 1967

Subject: Release of New Retarder Valve Oil Seal

Equipment Affected: CBT, CLBT 5000 and 6000 Series Transmissions

Effective Serial Number: 47663

As a product improvement, a new oil seal P/N 6832559 has been released for use with the wiper-scraper seal at the retarder valve. Refer to Figure 1. The new seal reflects both construction and dimensional design changes to assure reliability and extended service life. The old seal was subject to oil leakage and a relatively short service life in some applications.

The new seal is available in Service Kit P/N 6833409 only. The kit consists of the new seal, a wiper-scraper seal and an instruction sheet (installation procedure).

Part number changes are as follows:

<u>New Part No.</u>	<u>Old Part No.</u>	<u>Qty.</u>	<u>Part Name</u>
6833409	6779972	1	Kit, wiper-scraper and oil seal
6832559	6830228	1	Seal, oil

Interchangeability Not Affected

New seal may be used in all retarder valve body assemblies of the subject transmissions regardless of serial number.

Installation Procedure

Installation procedures for the retarder seals remain the same and are outlined in detail on the instruction sheet contained in each kit.

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November 6, 1967

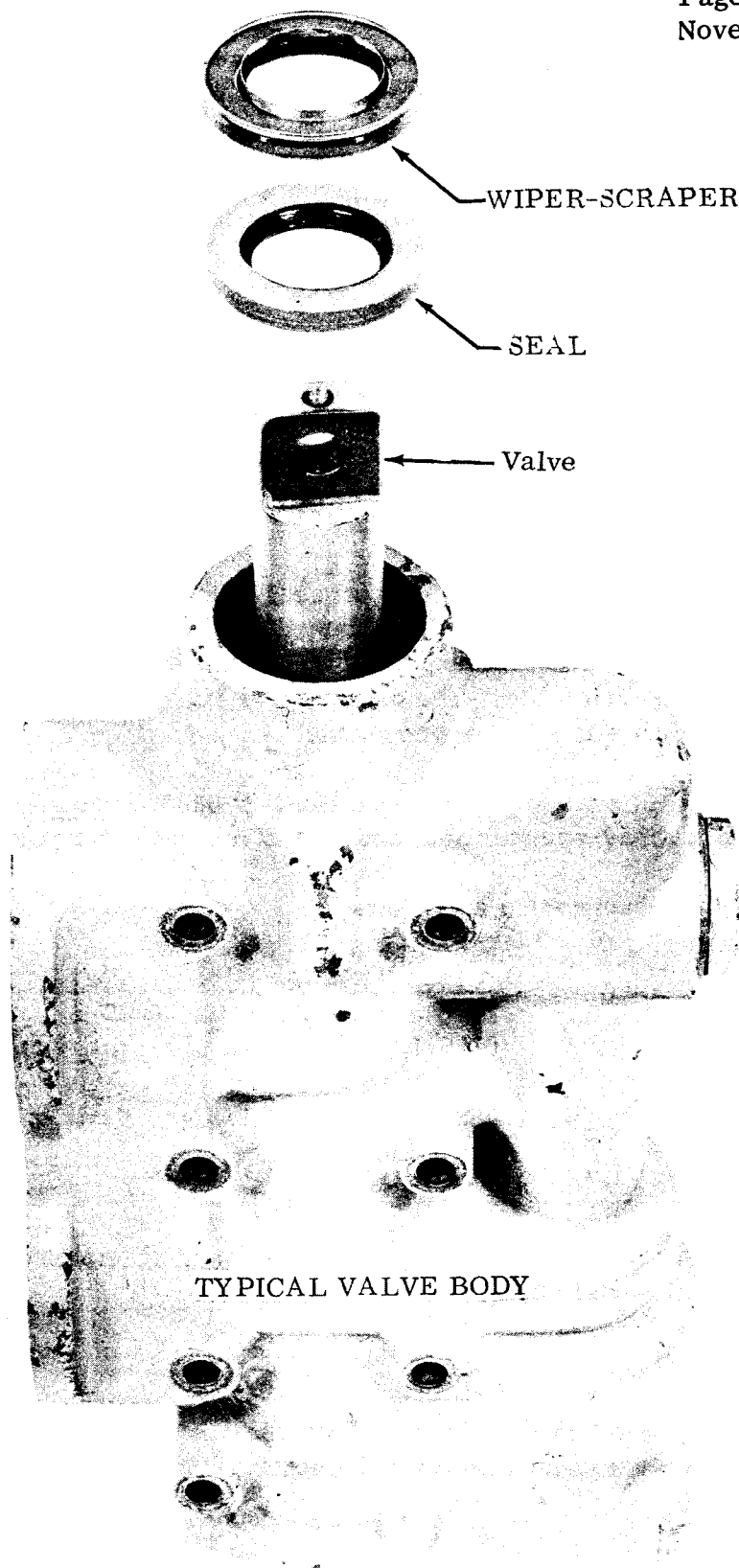


FIG. 1. RETARDER VALVE BODY ASSEMBLY

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Rev. "A", 3-2-70

This Rev. "A" to include 5000
and 6000 Series Transmissions.
Please destroy your original copy.

Subject: Transmission Converter Ground Sleeve Sealrings

Equipment Affected: All CRT-3000 Series Transmissions
All CRT-5000 Series Transmissions
All CT, CLT, CBT, CLBT, VCLBT-5000 and 6000
Transmissions

This is to advise of a quantity change of the hook-type sealrings required on the converter ground sleeve of the subject transmissions. Refer to Figure 1. As illustrated, two (2) have been used to date at this location. It has been determined that only one (1) is required. Therefore, all future production transmissions will have one sealring only at this location.

Until present stock is exhausted, the converter ground sleeves used in some production transmissions will still have two sealring grooves (ring land), but only one sealring. The sealring may be installed in either groove. Converter ground sleeves will conform to a single groove at a later date. Overhaul Service Kits will contain one sealring only.

Interchangeability Not Affected

Interchangeability not affected by these changes. Ground sleeves, having one groove or two grooves, may be used in any transmission. One sealring only is required on any transmission - sealring may be installed in either groove.

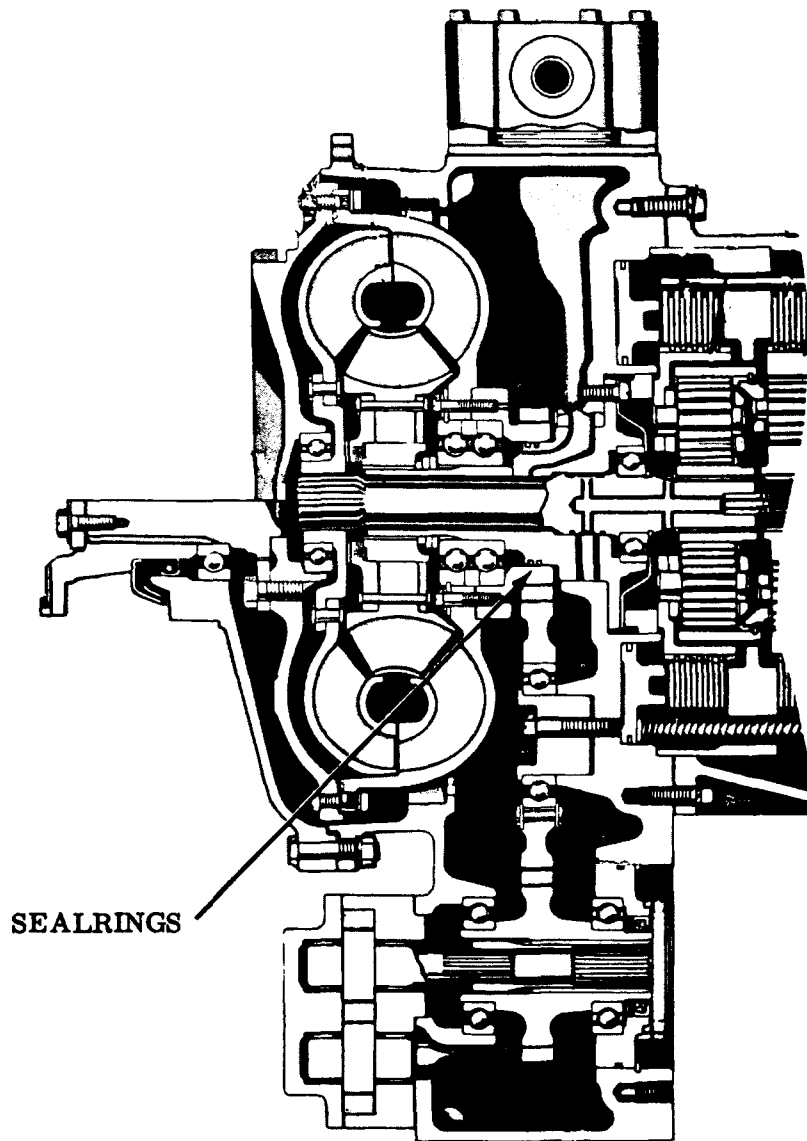
Sealring, P/N 8347398, is used on all CRT-3000 transmissions, regardless of the ground sleeve (one groove or two grooves) used.

Sealring, P/N 6774721, (used on small converter ground sleeves) or P/N 6774713 (used on large ground sleeve) can be used on all CT, CLT, CBT, VCLBT-5000-6000 and CRT-5000 transmissions regardless of the ground sleeve (one groove or two grooves) used.

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FIGURE 1. LOCATION OF SEALRINGS ON TYPICAL CONVERTER GROUND SLEEVE

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Spare Parts Information

The following old parts will be maintained for servicing transmissions prior to the Effective Serial Number:

<u>Part No.</u>	<u>Part Name</u>
6758212	Body Assy., scavenger pump
6769160	Plate Assy., oil pump separating
141199	Dowel
6758529	Gear

Old pump assembly P/N 6769725 is hereby completely canceled for customer service.

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December 17, 1970

Subject: Consolidation of Torque Converter Housing Assemblies

Equipment Affected: CT, CLT, CLBT, VCLT, VCLBT 5000 and
6000 Series Transmissions

This is to advise of a consolidation in the number of converter housing assemblies released for the subject transmissions. The new housing assemblies are being released, at manufacturer's option, for use in the above product models. This will reduce parts requirements for Allison production and customers service stock inventory.

The new housing assemblies will service all old housing assemblies on any model transmission without having to order additional parts, with two exceptions. If replacing a non-variable capacity (VC) model housing, a plug P/N 444691 must also be ordered. The second exception is where the housing being replaced has no side PTO opening, a PTO cover, gasket, bolts and washers must also be ordered in addition to the replacement housing assembly. This is further related under Interchangeability below.

The part number changes necessary are as follows:

<u>New Part No.</u>	<u>Old Part No.</u>	<u>Qty.</u>	<u>Part Name</u>
6836930	6774727	1	Housing Assy., converter
	6774732,		(Non-retarder model transmissions)
	6779896		
	or 6835142		
141264		2	Pin, 7/16-1 dowel
6835205	6774719,	1	Housing Assy., converter
	6774726,		(Retarder model transmissions)
	6774729,		
	6774733		
	or 6778630		
141264		2	Pin, 7/16-1 dowel

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<u>New Part No.</u>	<u>Old Part No.</u>	<u>Qty.</u>	<u>Part Name</u>
	6770564	1	Guide Assy., converter pressure regulator
	6770562	1	Guide
	6758459	1	Valve
	6770561	1	Spring
	6770563	1	Pin
	6762127	1	Sealring
	2219907	1	Snpring
6758442		1	Gasket, PTO cover
6768990		1	Cover, PTO
103322		8	Washer, 7/16 lock
179857		8	Bolt, 7/16 - 14 x 7/8
444691		1	Plug, 1/4 pipe

Interchangeability

New converter housing assemblies may be used on transmissions prior to the Effective Serial Number regardless of serial number where applicable (retarder or non-retarder as indicated).

IMPORTANT:

1. All service replacement housing assemblies (P/N 6835205 and 6836930) have a machined side PTO opening which is covered with a temporary shipping cover. Therefore, if a customer is replacing a housing that has no side PTO opening, the PTO cover, gasket, bolts and washers listed above should be ordered in addition to the housing assembly required. The PTO parts listed are not part of the new housing assemblies. They must be ordered separately if required, to cover the PTO opening.
2. Plug P/N 444691 must be ordered in addition to the new housing assembly if it is to replace a non-variable capacity (VC) model (CT, CLT or CLBT) transmission housing. Install plug at the VC oil port on top of converter housing.
3. The new converter housing assemblies do not require the pressure regulator guide assembly P/N 6770564 which was used on the 5960 and 6060 series transmissions. Therefore, there is no hole in the new housings where the guide was located. The hydraulic function of the guide assembly has been designed as an integral part of the new housing.

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Spare Parts Information

All old torque converter housing assemblies are hereby completely cancelled for customer service.

The following old parts will be maintained for servicing transmissions in field service.

<u>Part No.</u>	<u>Part Name</u>
6770564	Guide Assy.
6770562	Guide
6758459	Valve
6770561	Spring
6770563	Pin
6762127	Sealring
2219907	Snpring

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Subject: Release of Orifice Cup Plug P/N 6837821 and Design Change of Transmission Housing Assembly P/N 6773236

Equipment Affected: CT, CLT, CBT, CLBT, VCLBT 5000 and 6000 Series Transmissions

Effective Serial Number: 56148

An orificed plug has been released to replace the output oil pump check valve, spring and guide located in the converter housing of the subject transmissions (Figure 1). The check valve components are required in transmissions incorporating an output (push start) oil pump assembly, however, this pump assembly was eliminated from Production build transmissions at serial number (S/N) 47641. The new plug (Figure 2) reduces the number of parts necessary at this location and provides a metered (orificed) lube oil flow back thru the oil passage for speedo gear requirement in straight-thru model transmissions. Previously, speedo lube was supplied by output pump oil and later when it was removed, by input pump oil bleeding back thru the check valve to the gears.

Transmission main housing assembly P/N 6773236 is used in some drop box model transmissions. This particular housing blocks the lube oil coming thru the check valve, resulting in oil leakage at the main housing-to-retarder housing (or converter housing on non-retarder models) splitline. This lube supply is not required on drop box model transmissions. To eliminate the leakage problem which can occur even with the new orifice plug, an exhaust hole is being added at the front splitline of the housing.

It is recommended that on all transmissions in field service, not having an output oil pump assembly, the check valve components be replaced with the orifice plug at the next teardown for overhaul. Refer to "Plug Installation" below. The check valve components are still required on transmissions equipped with an output oil pump assembly. It is also

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recommended that transmission housings P/N 6773236 on drop box model transmissions disassembled for overhaul be reworked to include the exhaust oil port related above. Refer to "Transmission Housing Rework Procedure" below for rework instructions.

The part number changes necessary are as follows:

<u>New Part No.</u>	<u>Old Part No.</u>	<u>Quantity</u>	<u>Part Name</u>
6837821		1	Plug, orifice cup
	6756164	1	Valve, output pump check
	6756146	1	Guide, check valve
	6756458	1	Spring, check valve

(Note: Part number of transmission housing assembly P/N 6773236 remains the same.)

Interchangeability

New plug may be used only on those transmissions without output (push start) oil pump assemblies. If a transmission has an output pump, check valve components must be used.

Spare Parts Information

The following parts will be maintained for servicing those transmissions in field service equipped with output oil pump assemblies.

<u>Part No.</u>	<u>Part Name</u>
6756164	Valve, output pump check
6756146	Guide, check valve
6756458	Spring, check valve

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Plug P/N 6837821 Installation

1. Remove output pump check valve, spring and guide. Remove by twisting and pulling out on guide.
2. Install plug, cup side out, into converter housing flush with the housing splitline as illustrated in Figure 2.

Transmission Housing Rework Procedure

1. Locate and drill 0.8120-0.8130 inch diameter hole thru one wall. Refer to Figure 3.
2. Be sure to remove all drill debris from housing after rework.

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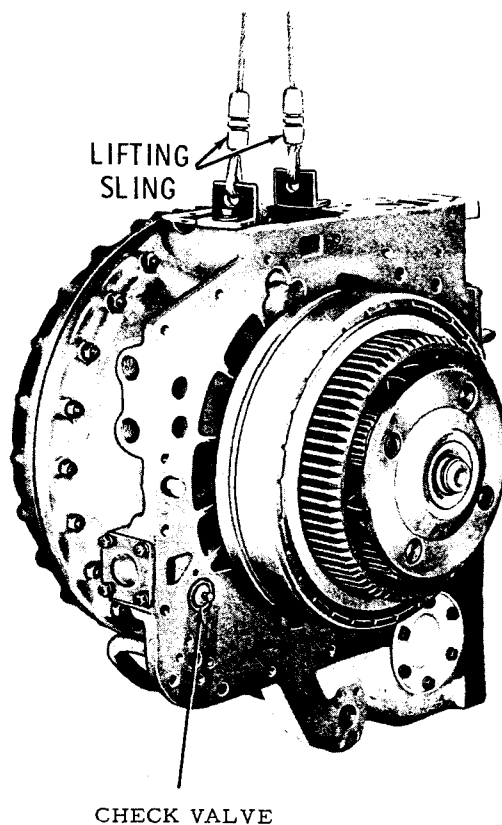


FIG. 1. LOCATION OF OUTPUT PUMP CHECK VALVE IN CONV. HOUSING

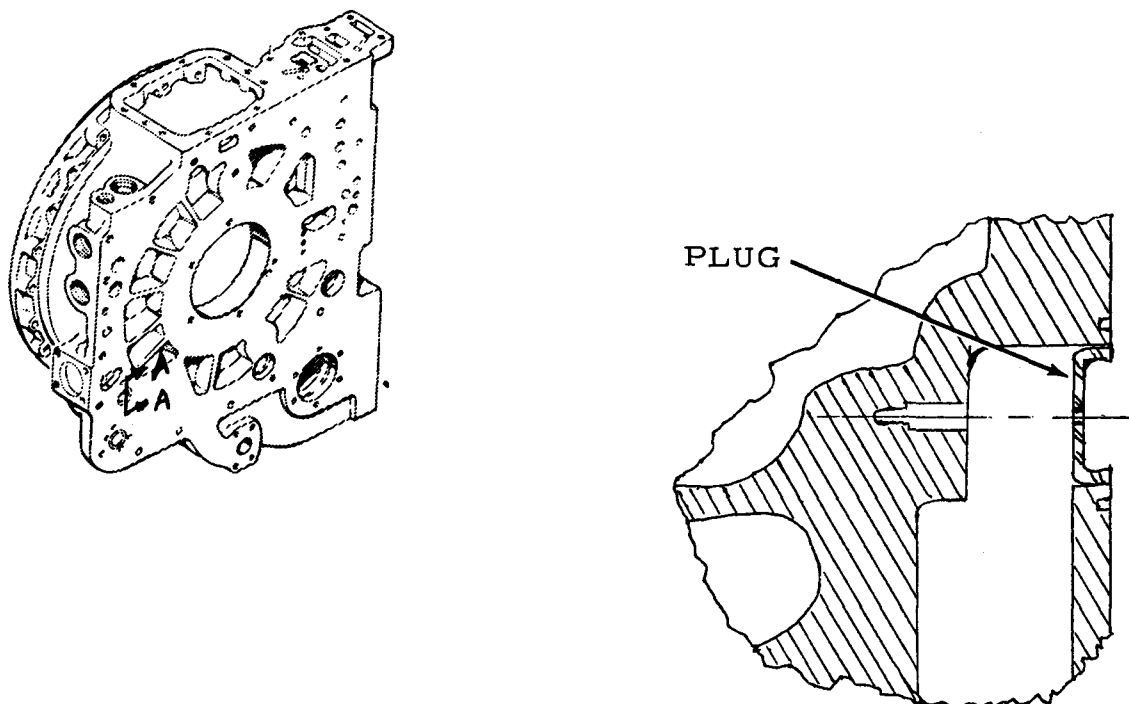


FIG. 2. ORIFICE PLUG INSTALLED IN CONV. HOUSING. (REPLACES THE CHECK VALVE COMPONENTS AT THIS PORT ON NON-OUTPUT OIL PUMP TRANSMISSION ASSEMBLIES.)

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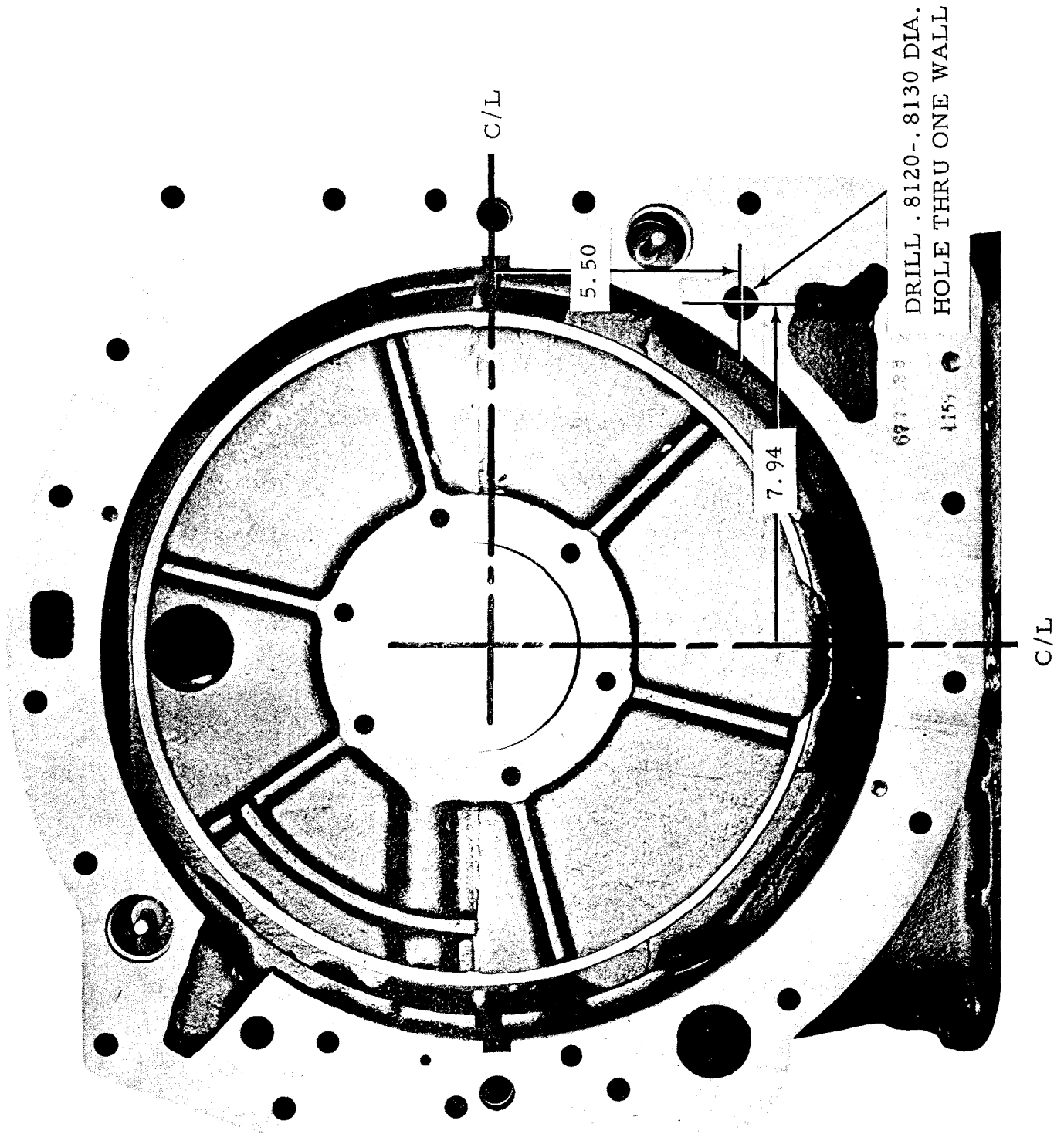


FIGURE 3. TRANSMISSION HOUSING-REWORK AREA

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Subject: Elimination of Trimmer Regulator Valve Spring in Manual Electric Control Body Assemblies

Equipment Affected: CT, CLT, CBT, CLBT, VCLT, VCLBT 5000 and 6000 Series Transmissions Equipped with Manual Electric Control Body Assemblies

Effective Serial Number: 55744 (Exception: S/N 55664 also conforms)

To improve the shift characteristics of the 2nd to 3rd and 3rd to 2nd drive gears in the subject transmissions, the trimmer regulator valve spring has been eliminated. Removal of this spring improves the hydraulic cycle rate of this transitional shift providing a smoother shift between these drive ranges. This spring being removed is item 37 located in the "K" bore indicated in Figure 1.

To avoid possible misassembly of trimmer springs, the top spring, item 34, is being replaced with another spring at this time to provide common spring usage at top of all trimmer bores. Thus, springs (items 17, 23, 29, 34 and 39) will all be the same at these locations.

The part number changes necessary are as follows:

<u>New Part No.</u>	<u>Old Part No.</u>	<u>Quantity</u>	<u>Part Name</u>
	6830245	1	Spring, Trimmer Regulator Valve
6759964	6835384	1 (Qty. chg. from 4 to total of 5)	Spring, Trimmer Regulator Valve Plug

Interchangeability

Spring P/N 6830245 may be removed from all electric control equipped transmissions in field service, regardless of serial number.

Spring P/N 6759964 may replace spring P/N 6835384 or any unit, regardless of serial number

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Spare Parts Information

Old springs 6830245 and 6835384 are hereby completely canceled for customer service.

Removal of Spring P/N 6830245 Recommended

It is recommended that trimmer spring P/N 6830245 be removed from those transmissions in field service to provide the improved shift quality. This spring can be quickly removed from the valve body when the transmission is in the vehicle as follows:

1. Loosen (not remove) evenly all bolts retaining trimmer cover at the bottom of control valve body assembly enough to lower (not remove) cover. Refer to Figure 1.
2. Now, slip spring 6830245 out of the "K" bore of the control body.
3. Retighten all bolts evenly to a torque of 9 to 11 lb. ft.

NOTE: It is not necessary to replace the 6835484 spring with the new spring 6759964 at the top of this bore. This spring change was made for standardization purposes only and has no effect in providing the shift quality desired.

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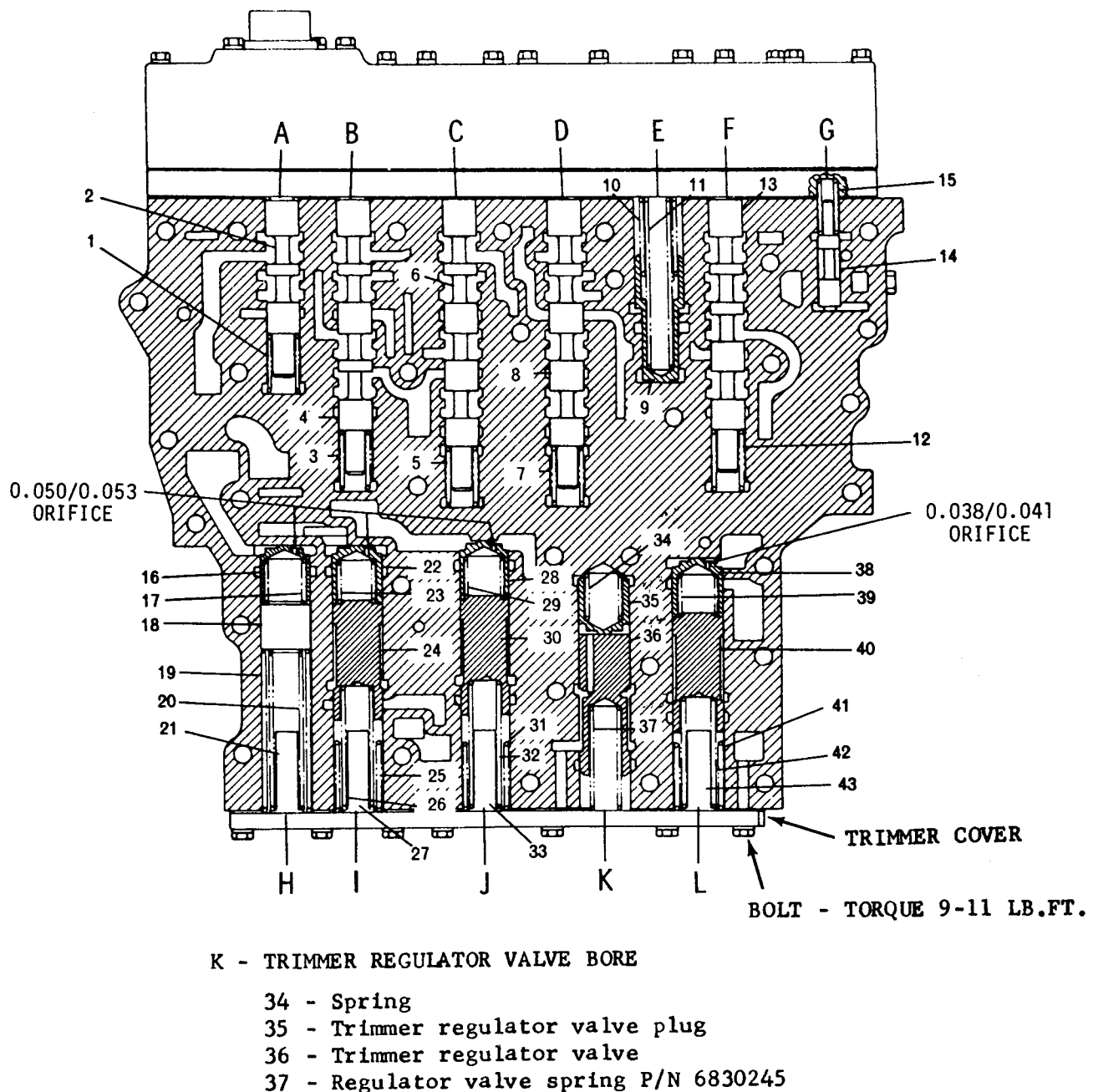


FIG. 1. VALVE BODY, WITH COMPONENTS INSTALLED IN EACH BORE - CROSS-SECTION VIEW

This Rev. "A" to delete "Note" in Step 4,
Page 5 of 10. Gasket P/N 6838821 not to be
used as an option to reworking gasket P/N
6835416. Please destroy your original copy.

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February 9, 1973
Rev. "A" 3-13-73

SUBJECT: Release of New Manual Electric Control Valve Body Assemblies
and Related Parts

EQUIPMENT AFFECTED: DP8000 and CT, CLT, CBT, VCLT, CLBT,
VCLBT 5000 and 6000 Series Transmissions
Equipped with Manual Electric Control System

EFFECTIVE SERIAL NUMBER:	1084 (Exception: Transmission S/N 1039, 1044, 1045, 1046 and 1054 also conform)	DP8000 Series
	59806	5 and 6000 Series

As a product improvement specifically for the DP8000 series transmissions, new control valve body assemblies and related components have been released for the subject transmissions. Since the new parts released are common to the 5-6000 transmissions, this series is included relative to parts interchangeability only.

The new control valve body changes affects two areas of performance: (1) it improves the full-power downshift characteristics from 2nd to 1st drive gear and (2) avoids the possibility of the transmission remaining in 3rd gear when a rapid downshift is made by the vehicle operator to 1st, neutral or reverse gear. The rapid or quick 3 to 1 downshift problem was not a malfunction of the system, but actually the fail-in-range hydraulic feature performing as designed. However, the electrical system signal was quicker than the hydraulic action in the control system causing this 3rd gear hold action. Where a 3rd gear "hold" condition occurred, the operator could simply return the shift lever to 3rd and then make a normal downshift with satisfactory results. Units in field service can be reworked to avoid this "3rd gear hold" from occurring at rapid shifts if desired - refer to "3rd Gear Hold-Rework Procedure and Parts Required" below. The 2 to 1 downshift improvement mentioned above cannot be accomplished by rework to units in the field - it is available only by servicing with the new control valve body assembly, cover and plate assembly, separator plate and gaskets, as applicable.

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The part number changes necessary to incorporate the product improvements mentioned are as follows:

DP8000 Transmissions

<u>New Part No.</u>	<u>Old Part No.</u>	<u>Qty.</u>	<u>Part Name</u>
6838817	6835420	1	Body Assy., 24 volt-control valve
6838818	6835548	1	Body Assy., 12 volt-control valve
6838820	6835524	1	Body Assy., valve
6838823	6835408	1	Body, valve
6769805	6836225	1	Valve, 1st & Rev. trimmer
6834117		1	Valve, 1st & Rev. trimmer cutoff
	6770540	1	Plug, 1st & Rev. trimmer
6839279	6830240	1	Spring, 1st & 2nd trimmer inner
7994949	6778594	1	Spring, 1st & 2nd trimmer outer
6838825	6836429	1	Gasket, separator to channel plate
6838824	6836430	1	Gasket, separator plate to valve body
6838826	6835411	1	Plate, separator
6838827	6835418	1	Cover and Plate Assy., 24 volt-1st range control valve
6838819	6835615	1	Cover and Plate Assy., 12 volt-1st range control valve
6838822	6835415	1	Plate, 1st range body oil transfer
6838904	6835527	1	Gasket, 1st range valve body

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DP8000 Transmissions Continued

<u>New Part No.</u>	<u>Old Part No.</u>	<u>Qty.</u>	<u>Part Name</u>
6838903	6779851	1	Body, 1st range valve
6838821	6835416	1	Gasket, cover and plate assembly oil transfer plate

5-6000 Transmissions

<u>New Part No.</u>	<u>Old Part No.</u>	<u>Qty.</u>	<u>Part Name</u>
6839057	6835419	1	Body Assembly, 24 volt-control valve
6839056	6835547	1	Body Assembly, 12 volt-control valve
6839058	6835523	1	Body Assembly, valve
6838816	6835407	1	Body, valve
6769805	6759958	1	Valve, Rev. trimmer
6834117			Valve, Rev. trimmer cutoff
	6770540	1	Plug, 1st & Rev. trimmer
6776677	6830240	1	Spring, reverse trimmer inner
6830237	6830241	1	Spring, reverse trimmer outer
6838824	6836430	1	Gasket, separator plate to valve body
6838825	6836429	1	Gasket, separator to channel plate

InterchangeabilityDP8000

New parts are fully interchangeable individually with old parts on transmissions prior to the Effective Serial Number with the following exceptions:

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1. New gasket P/N 6838821 must not be used prior to the Effective Serial Number individually (old gasket P/N 6835416 is maintained for Service - see "Spare Parts Information".)
2. When servicing with new control valve body assembly P/N 6838817 or 6838818, the new cover and plate assembly 6838827 (24V) or 6838819 (12V) as applicable, separator plate P/N 6838826 and gaskets P/N 6838825, 6838824, 6838821 must also be used.
3. When servicing with new valve body assembly P/N 6838820, the new cover and plate assembly 6838827 (24V) or 6838819 (12V) as applicable, separator plate P/N 6838826, gaskets P/N 6838825, 6838824, 6838821 plus trimmer valves P/N 6769805, 6839805, 6834117 and springs, P/N 6839279, 7994949 must also be used.
4. New valves P/N 6769805, 6834117 and springs P/N 6839279, 7994949 can be used in the old valve body assembly of transmissions prior to the Effective Serial Number but they must be used together.

5-6000

New control valve body assemblies P/N 6839057, 6839056 and gaskets P/N 6838824 and 6838825 may be used on transmissions in field service, as applicable, regardless of transmission serial number.

New valve body assembly P/N 6839058 may be used for servicing transmissions prior to the Effective Serial Number, but valves P/N 6769805, 6834117 and springs P/N 6776677, 6830237 must also be used.

New valves P/N 6769805, 6834117 and springs P/N 6776677, 6830237 can be used in the old valve body assembly of transmissions prior to the Effective Serial Number but they must be used together.

Spare Parts Information

DP8000

Gasket P/N 6835416 will be maintained for servicing transmissions prior to the Effective Serial Number. All remaining old parts are hereby completely canceled for customer service.

5-6000

All old parts are hereby completely canceled for customer service.

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3rd Gear Hold - Rework Procedure and Parts Required

To avoid the 3rd gear hold problem that may occur on a rapid 3rd to 1st gear shift on DP8000 units in field service, the rework and parts replacement necessary is related below.

1. Replace 1st range valve body assembly P/N 6779851 with new 1st range valve body assembly P/N 6838903.
2. Rework control valve body assembly P/N 6835408 by drilling a 0.250 inch diameter hole to a depth of 0.60 to 0.70 inch at the location indicated in Figure 1. Be sure to remove all drill debris.
3. Rework 1st range valve body oil transfer plate P/N 6835415 by machining the irregular opening through the plate at the location indicated in Figure 2. First, use a 1/4 inch diameter drill for the 0.13R area through plate where the 2.22 inch and 0.88 inch co-ordinates intersect and then use a 13/32 inch drill for the 0.20R area by drilling through where the 2.00 inch and 0.90 inch co-ordinates intersect. Use a suitable file to complete the shape and form of opening as illustrated in Figure 2. Be sure to remove all drill debris.
4. Rework a 1st range body transfer plate gasket P/N 6835416 by cutting out the irregular opening indicated in Figure 3. This is to match the opening made in transfer plate in Step 3 above, but should be slightly larger as dimensionally indicated. To obtain a quick pattern and location, the gasket could be placed on top of the reworked transfer plate and tapped lightly with a ball-peen type hammer or roller bearing.

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5. Rework a 1st range valve body gasket P/N 6835527 by adding a 0.438 inch diameter hole at the location indicated in Figure 4.

NOTE: As an option to reworking gasket P/N 6835527, a new Production released gasket P/N 6838904 may be used which has the new hole.

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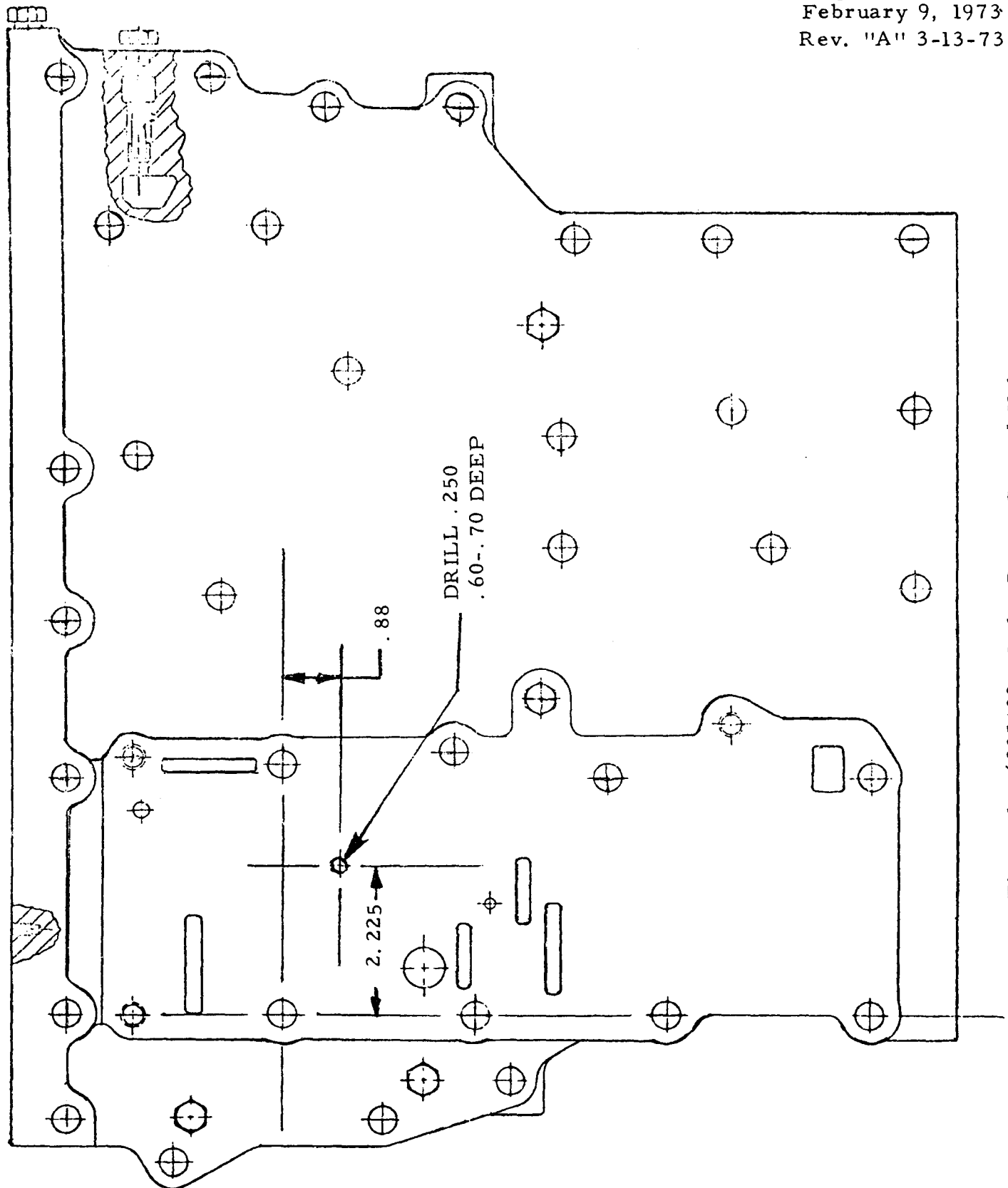


Figure 1. 6835408—Body, Range Control Valve

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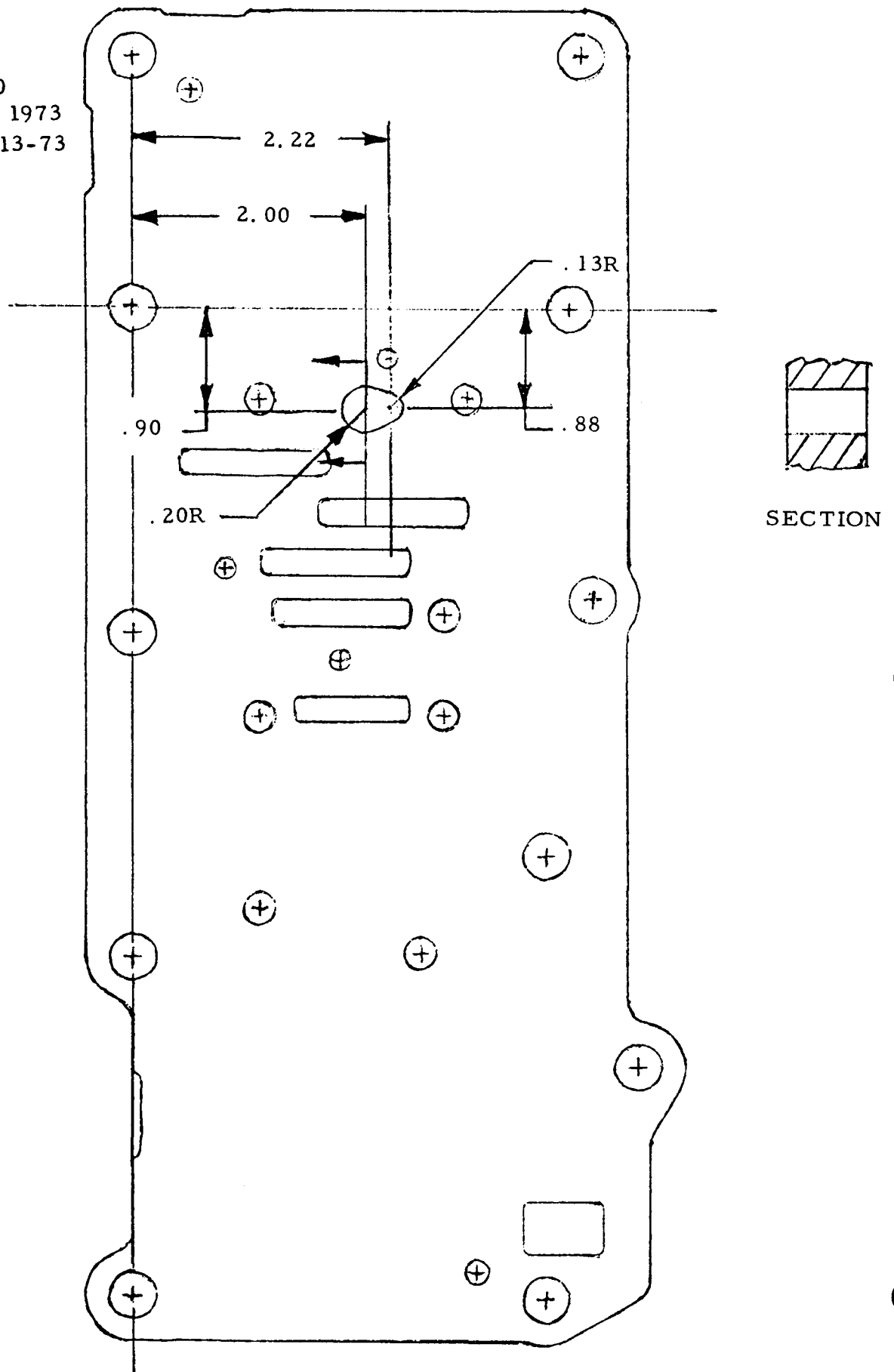


Figure 2. 6835415—Plate, 1st Range Oil Transfer

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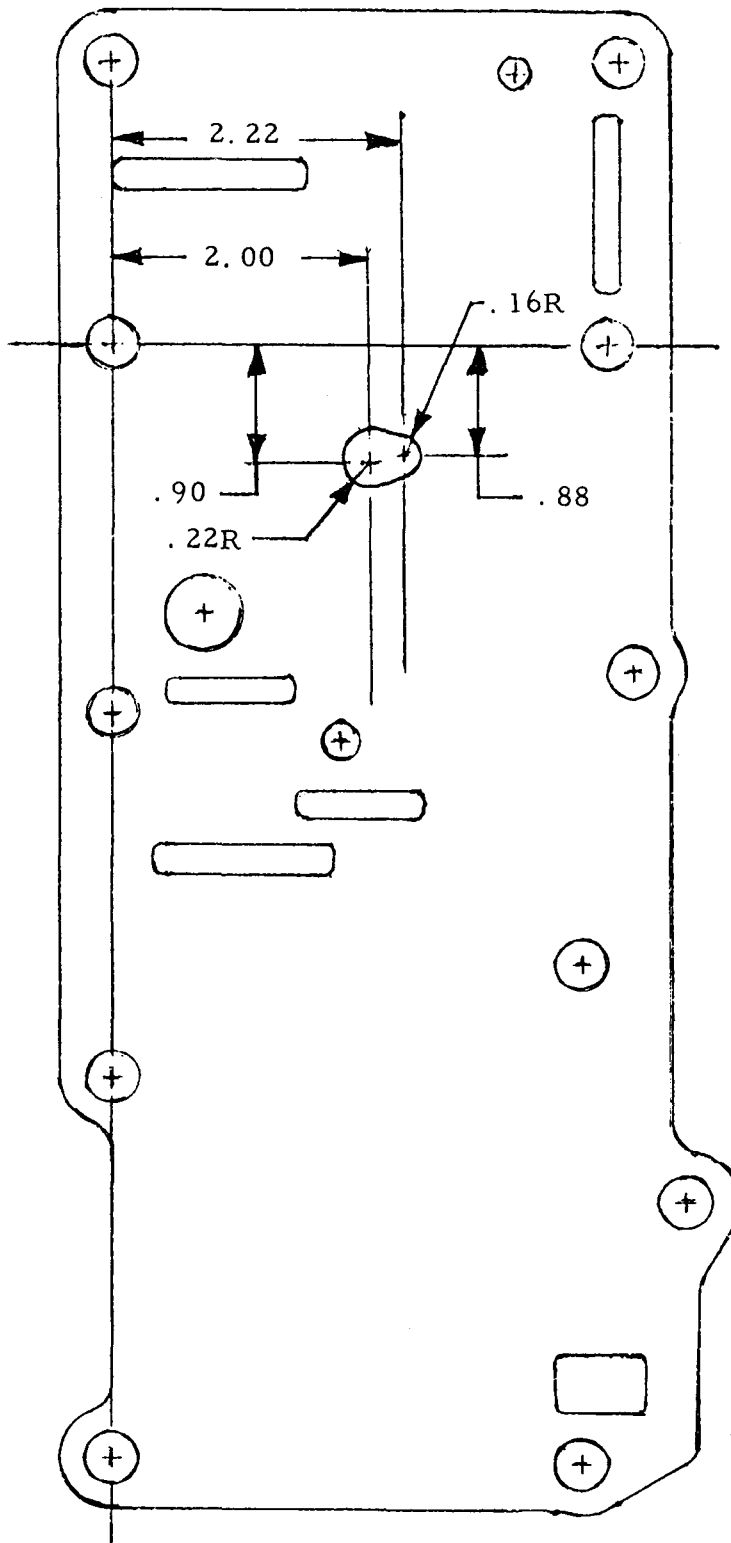


Figure 3. 6835416—Gasket, Transfer Plate

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February 9, 1973
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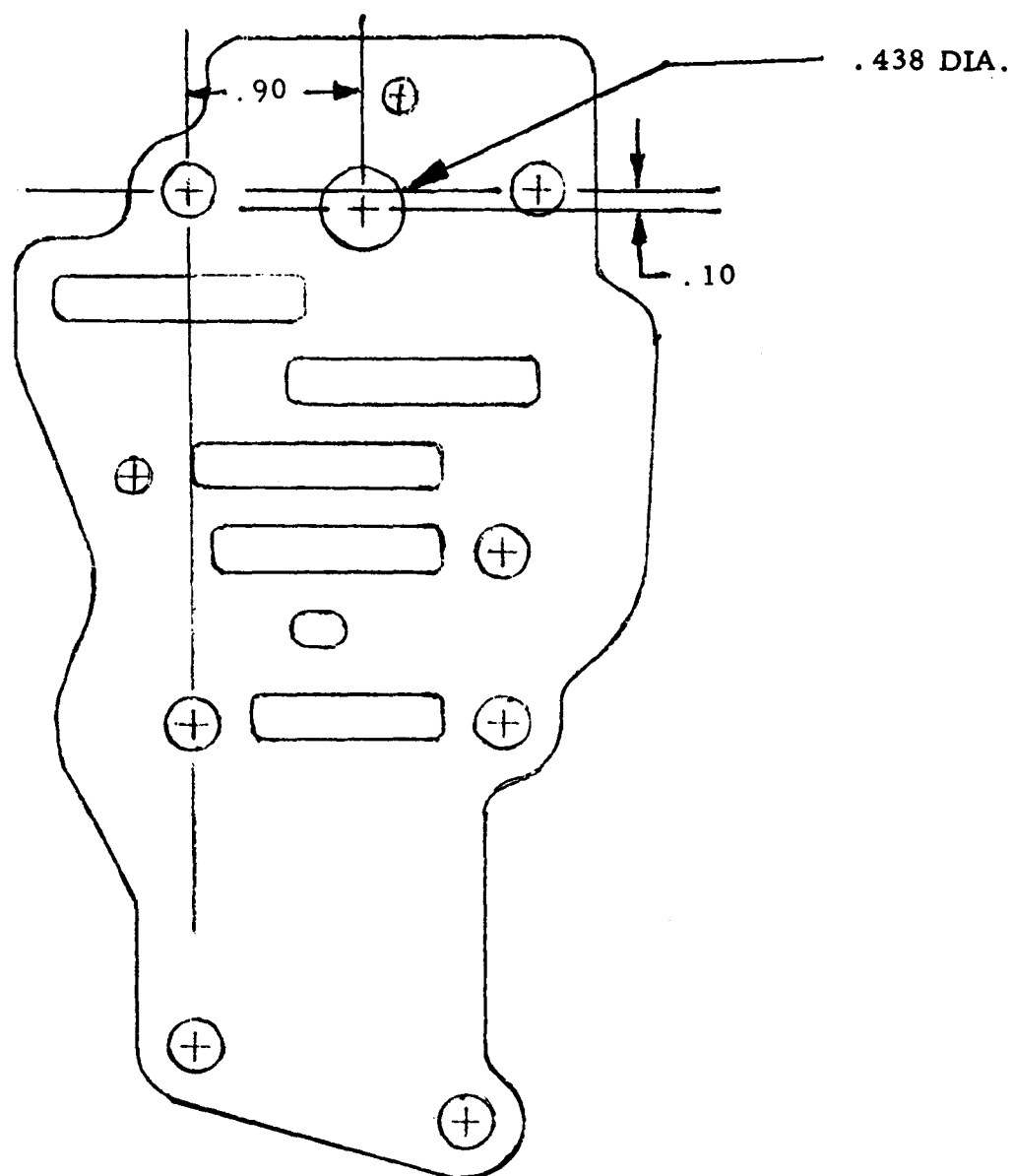


Figure 4. 6835527—Gasket, 1st Range Valve Body

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This Rev. "A" to include (V)C(L)(B)T
5,6000 models. Please destroy your
original copy SPI 774

SUBJECT: Release of an Oil Level Sight Gage Kit P/N 6839183

Rev. "A" EQUIPMENT AFFECTED: DP 8000 Transmission
Straight-Thru Models Only
(V)C(L)(B)T 5000 and 6000 Transmissions
Straight-Thru Models Only

This is to advise of the availability of an oil level sight gage kit recently released for use on straight-thru models only of the subject transmissions. This kit is for adaption of a sight gage on those transmissions in field service, if desired. The gage is designed for installation at the lower-left side of the transmission main housing. Refer to Figure 1. The sight gage provides an easier and quick means of checking oil level; oil system is not opened or exposed to contamination, plus improved accuracy. Figure 2 illustrates the gage and information relative to the safe operational oil level as visually indicated. The oil level sight gage kit P/N 6839183 contains the gage components and an Instruction Sheet relating complete installation procedures.

As a result of customer requests for a sight gage type oil level indicator, this same sight gage will be incorporated in new Production built transmissions (straight-thru models only) as a standard equipment item. This is tentatively scheduled to commence this October, 1972 Production build.

Rev. "A" This oil level sight gage kit P/N 6839183 can be used on the 5, 6000 straight-thru model transmissions. The gage is not incorporated as a standard equipment item, however, commencing with April, 1973 Production the transmission main housing has the machined threaded hole provision for installing gage if the customer desires. Kit instructions relates housing rework on prior transmission assemblies.

Transmission Service

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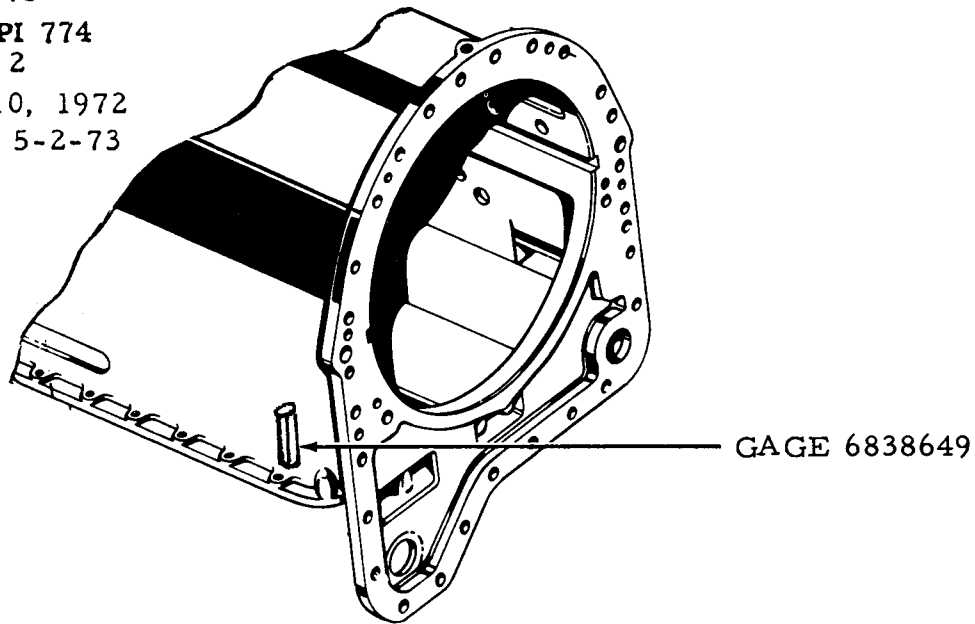


FIG. 1. LOCATION OF SIGHT GAGE

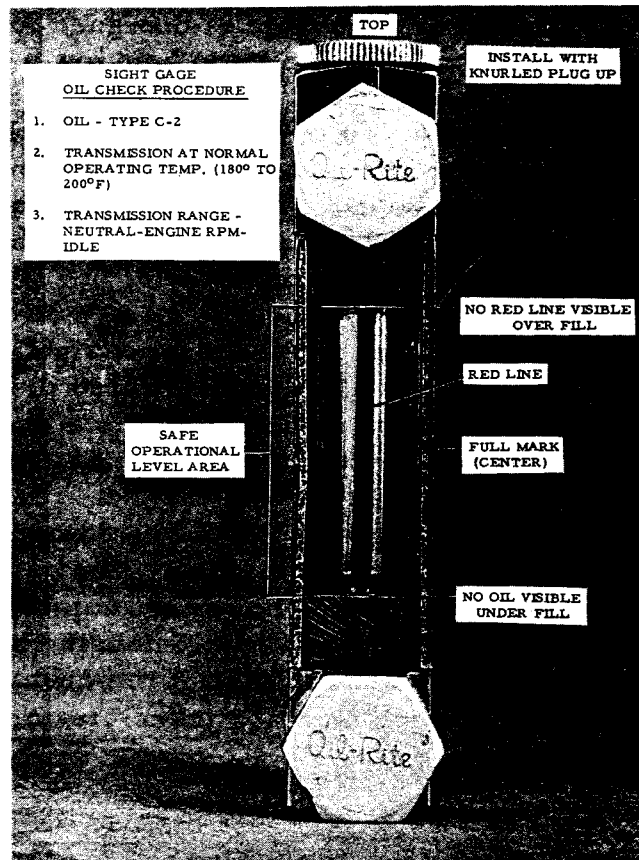


FIG. 2. TRANSMISSION OIL LEVEL SIGHT GAGE P/N 6838649

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 transmission assembly part number to identify the right group.