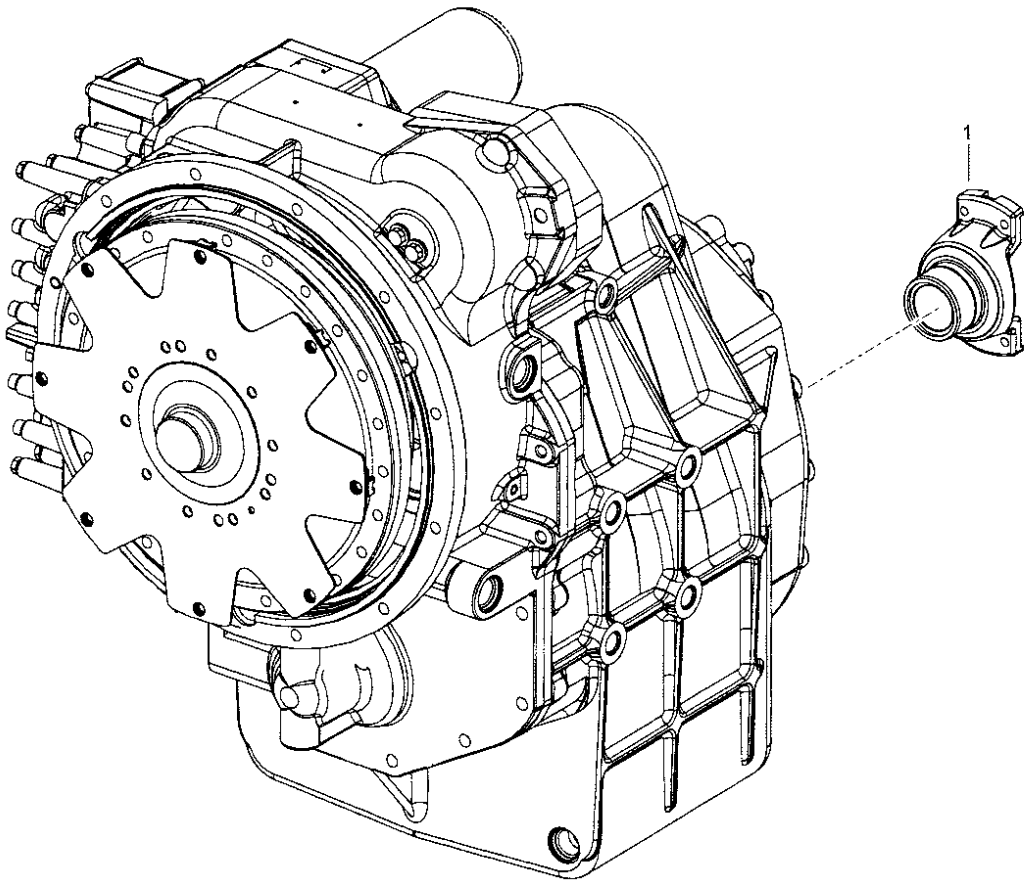
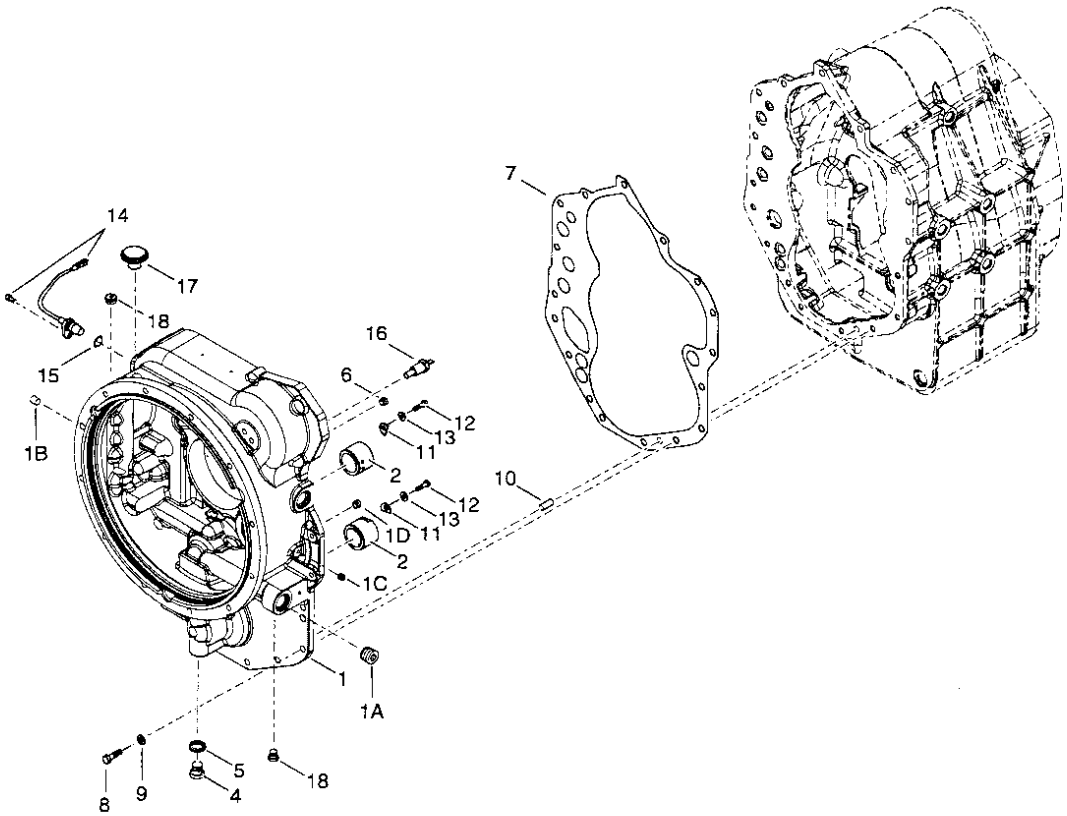
TE10 Series



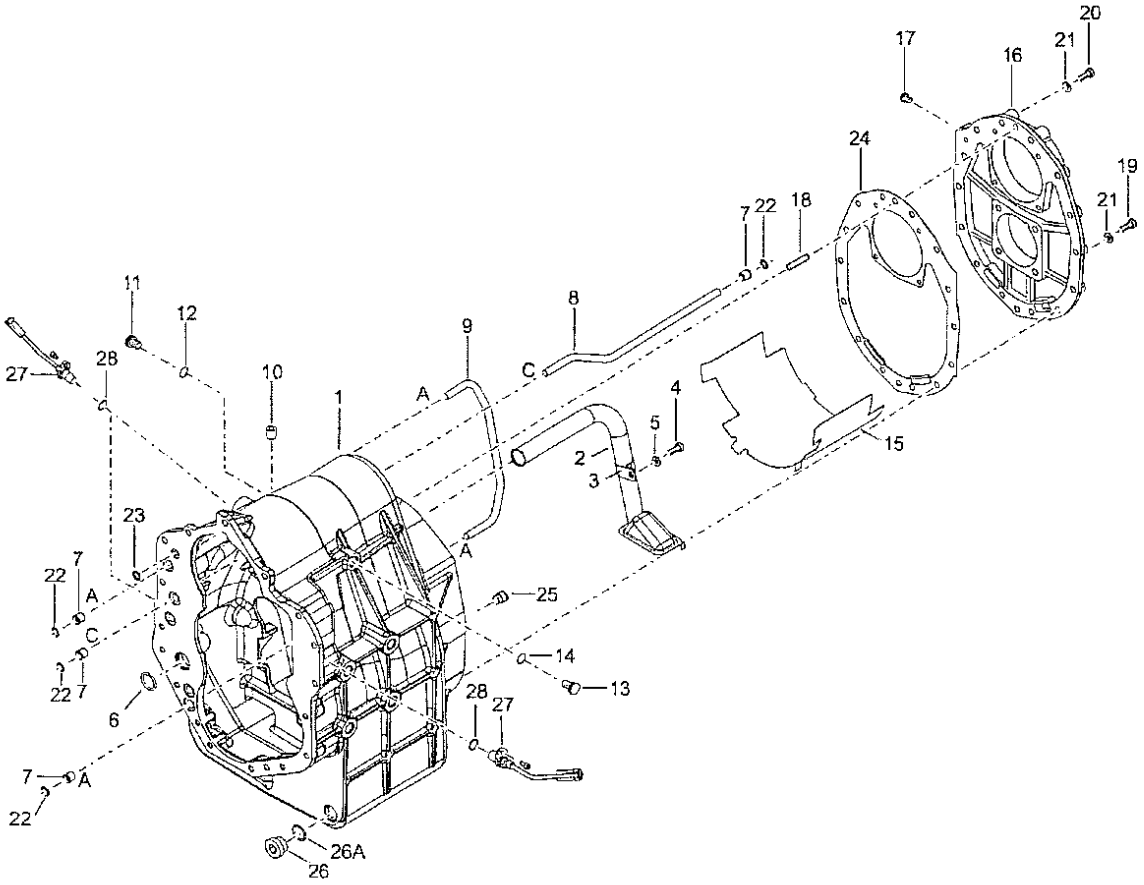
TE10

CONVERTER HOUSING GROUP



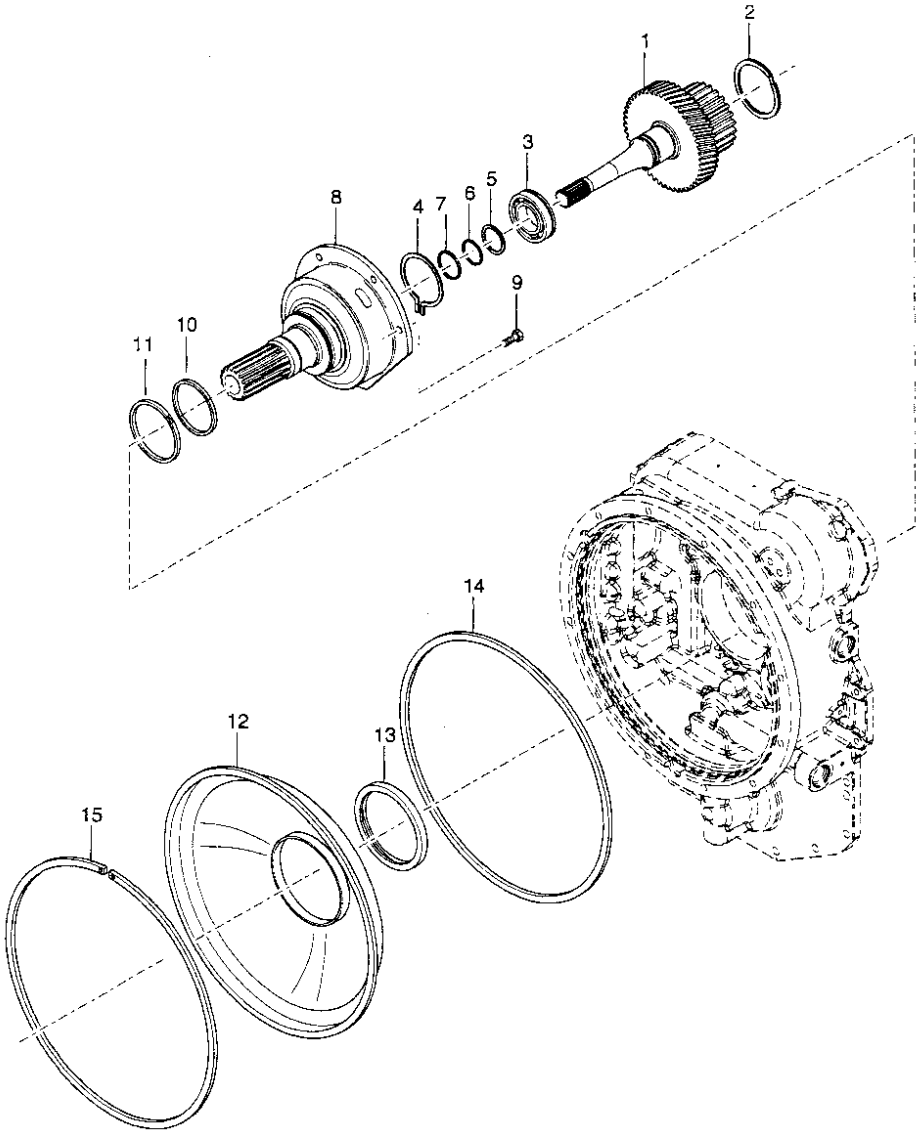
TE10

TRANSMISSION CASE GROUP



TE10

TURBINE SHAFT & STATOR SUPPORT GROUP



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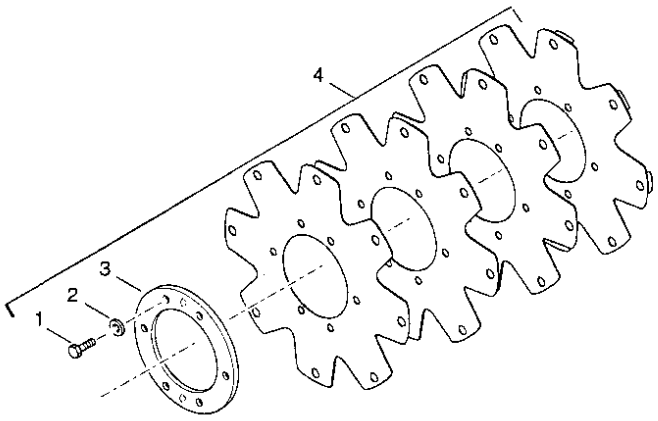
DRIVE PLATE GROUP



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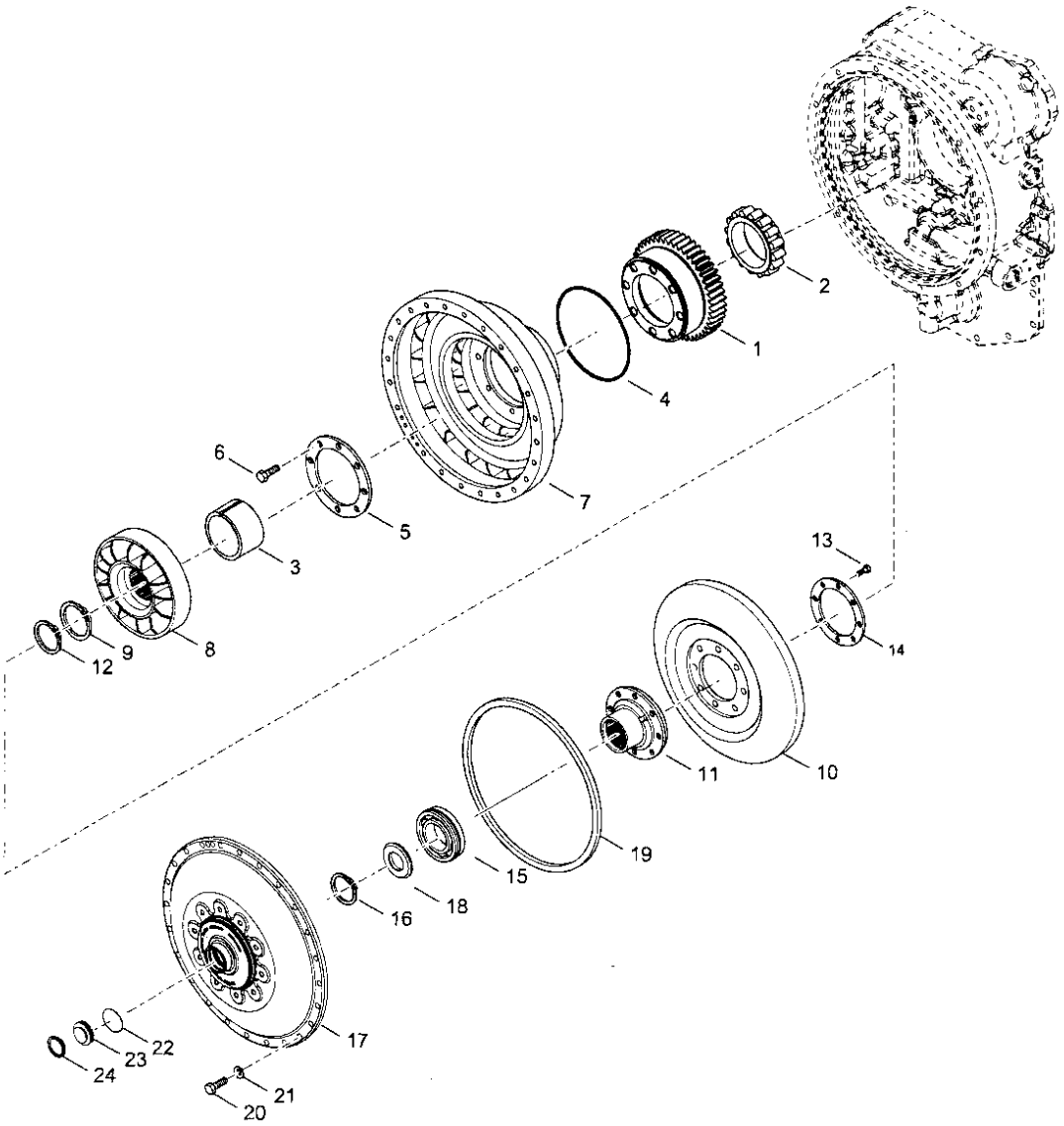
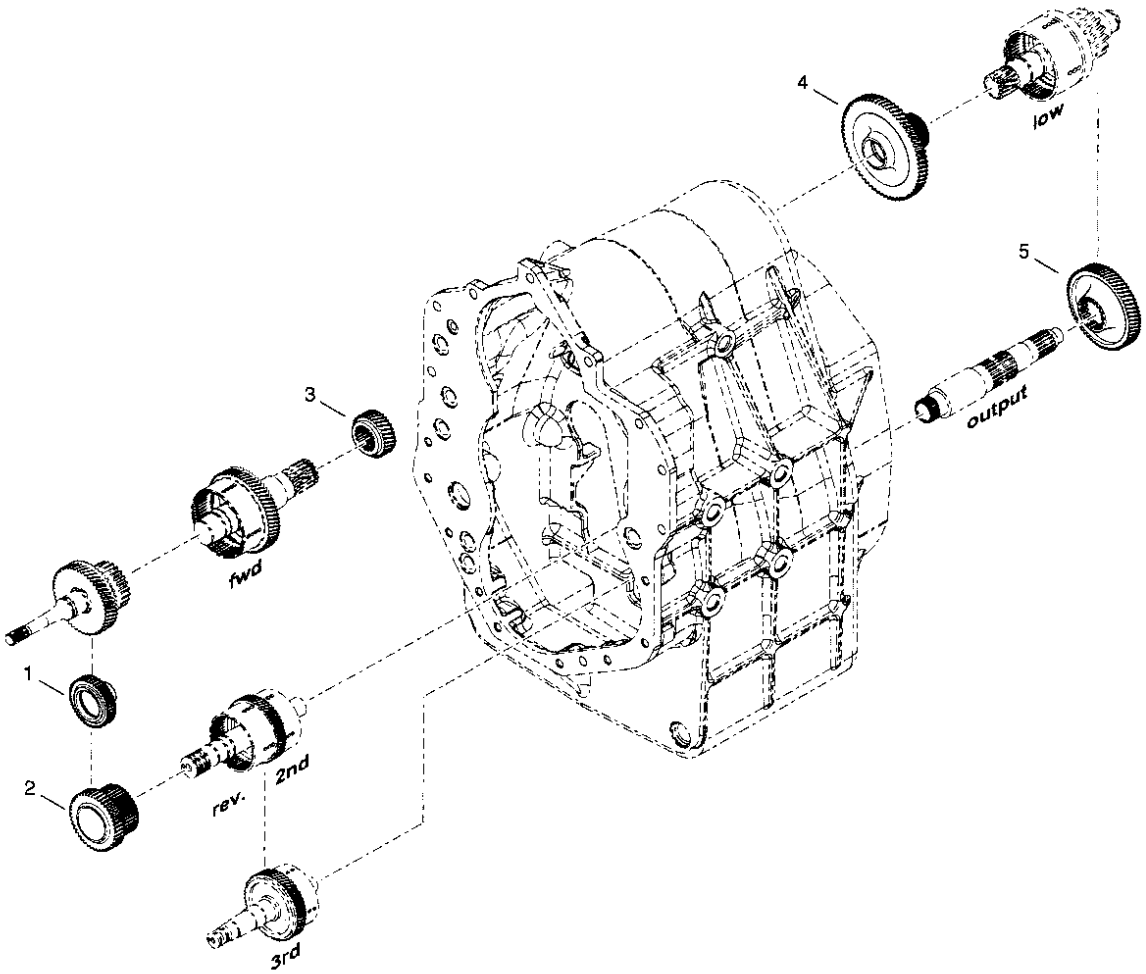
TORQUE CONVERTER ASSY GROUP



TE10
GEAR GROUP



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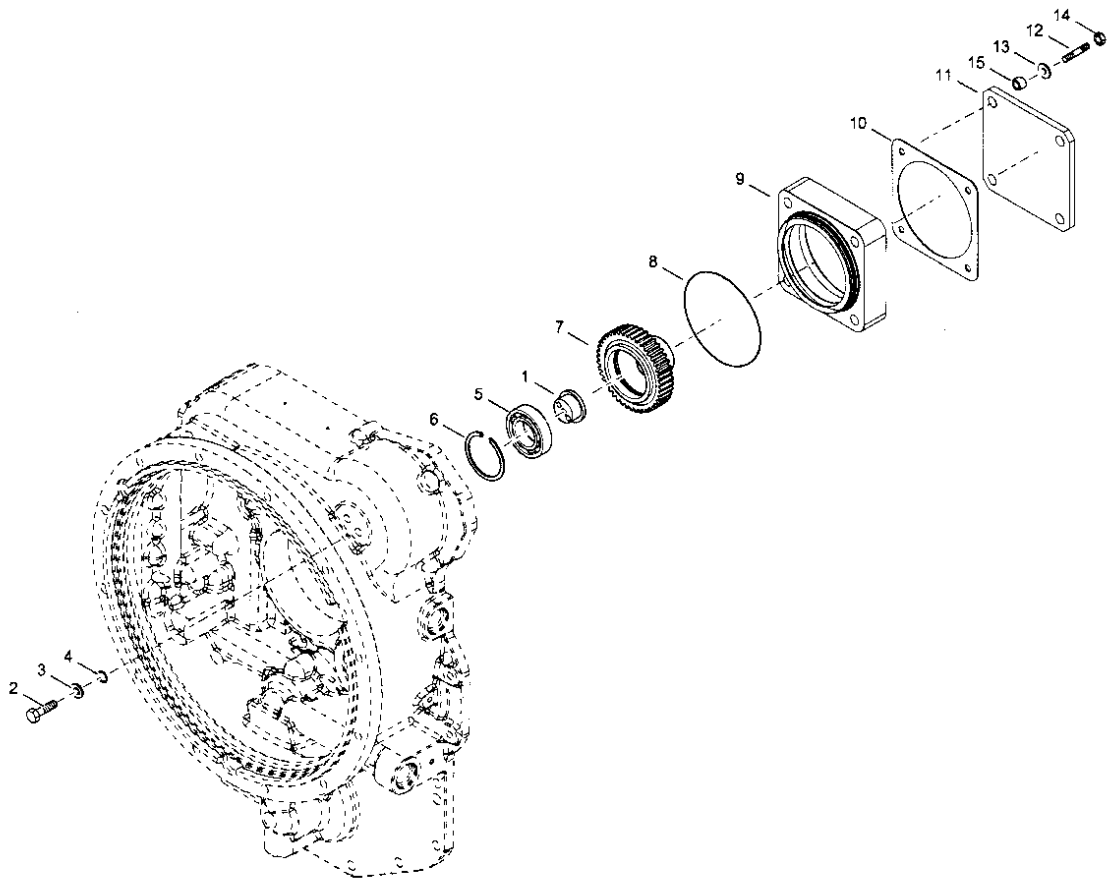
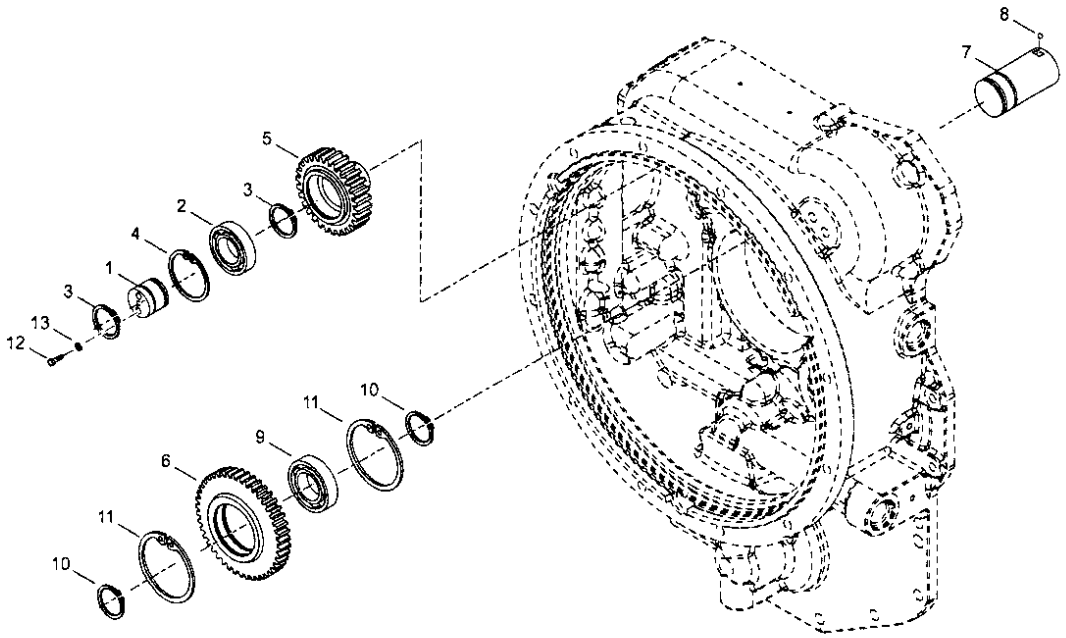
AUXILIARY PUMP DRIVE GROUP



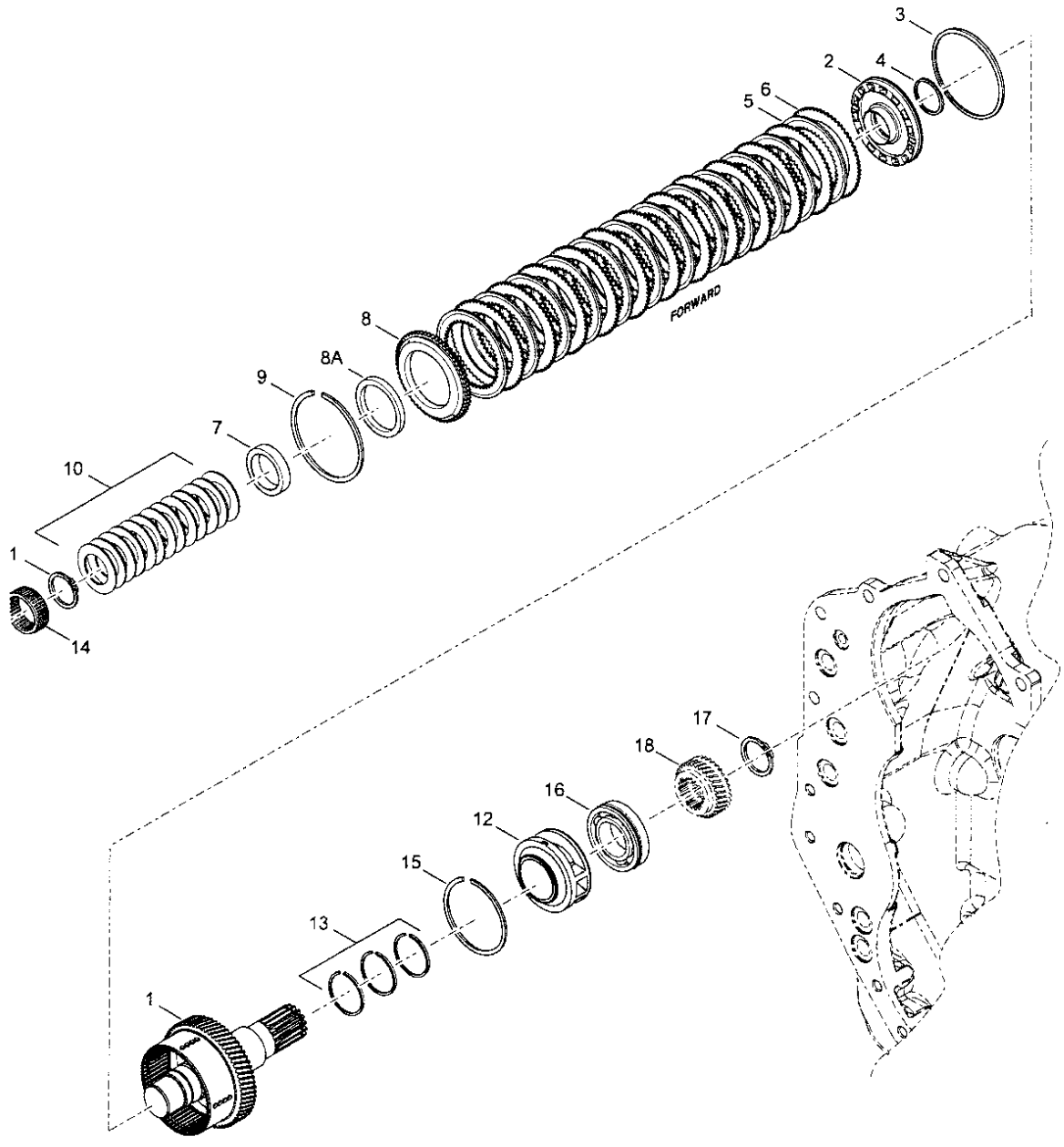
TE10

CHARGING PUMP DRIVE GROUP



TE10

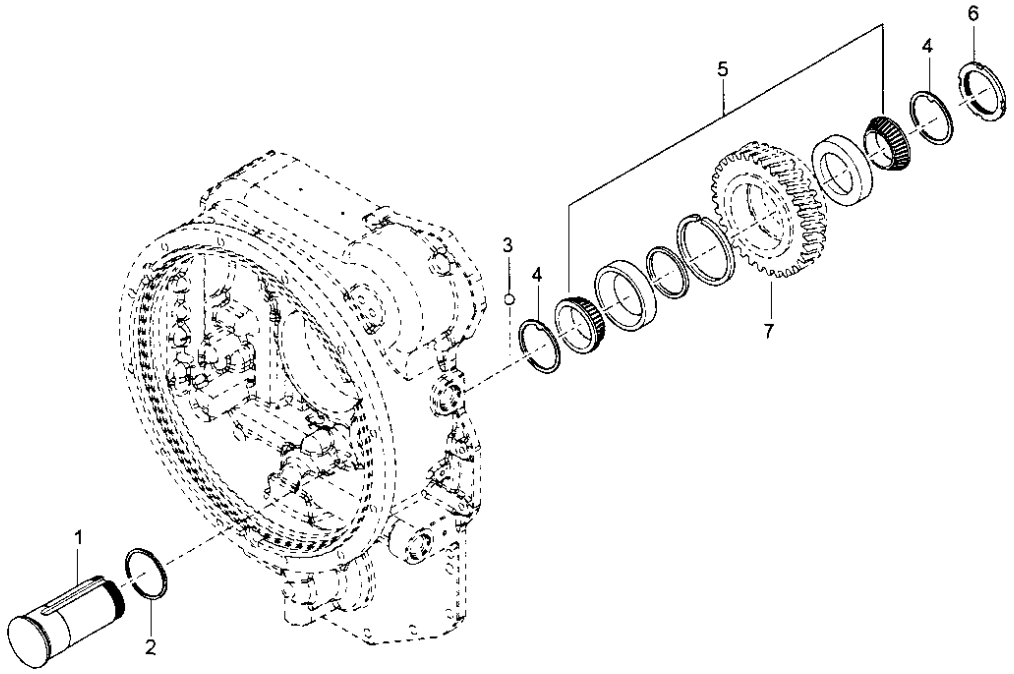
FORWARD SHAFT GROUP



GRPTE10081 rev 16APR03

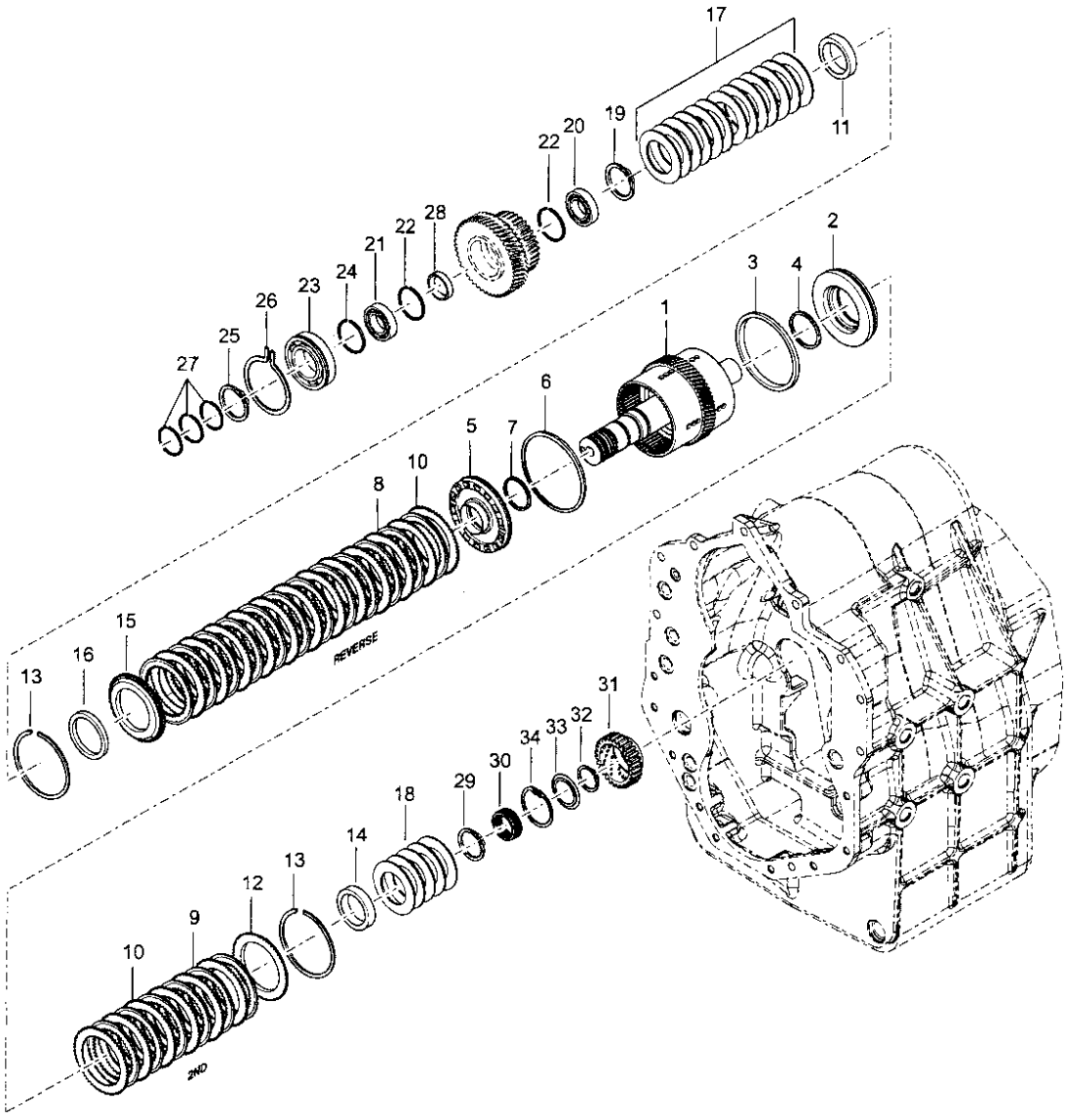
TE10/24000

REVERSE IDLER GROUP



TE10

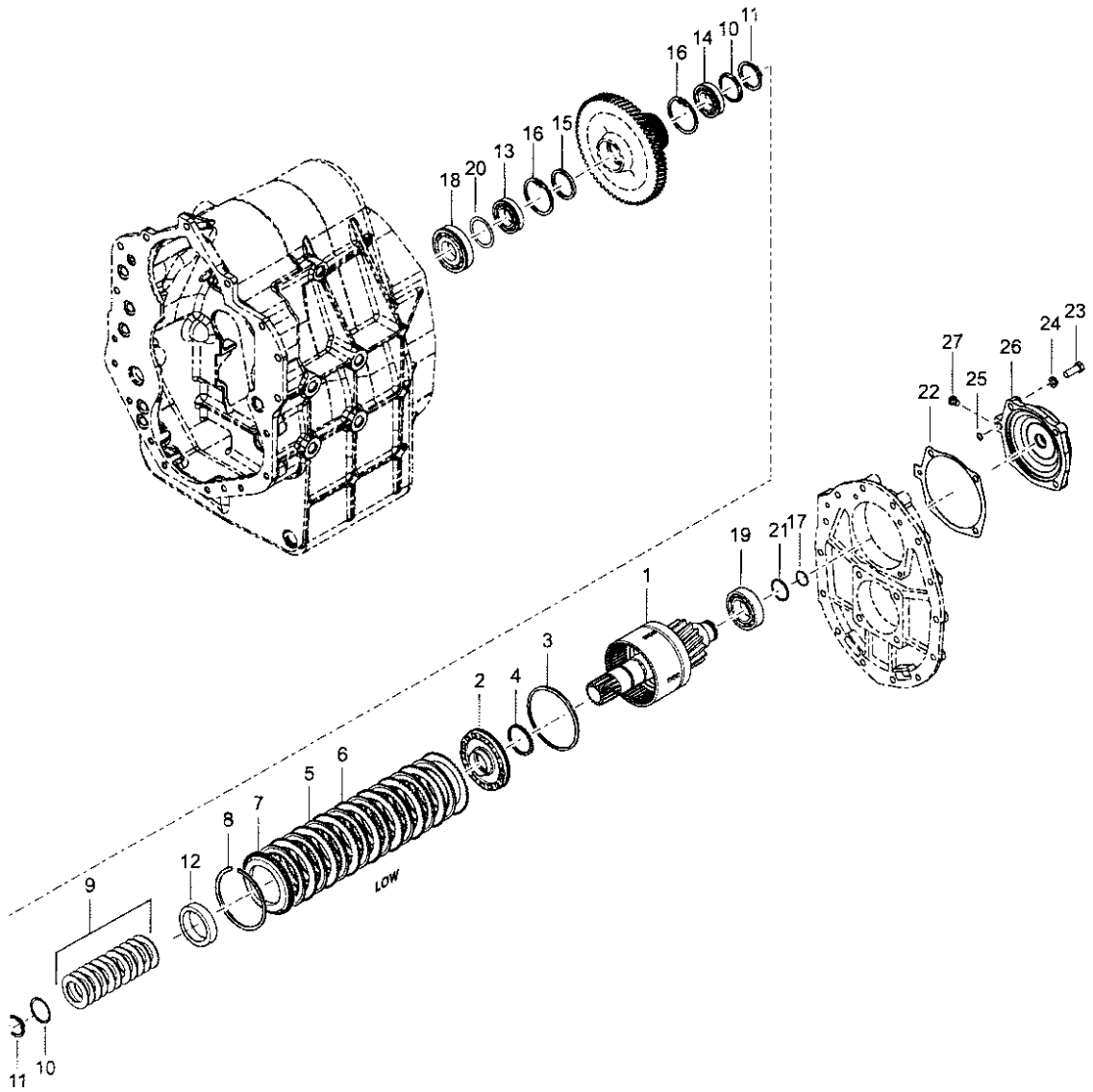
REVERSE AND 2nd GROUP



GRPTE10091 rev 16APR03

TE10

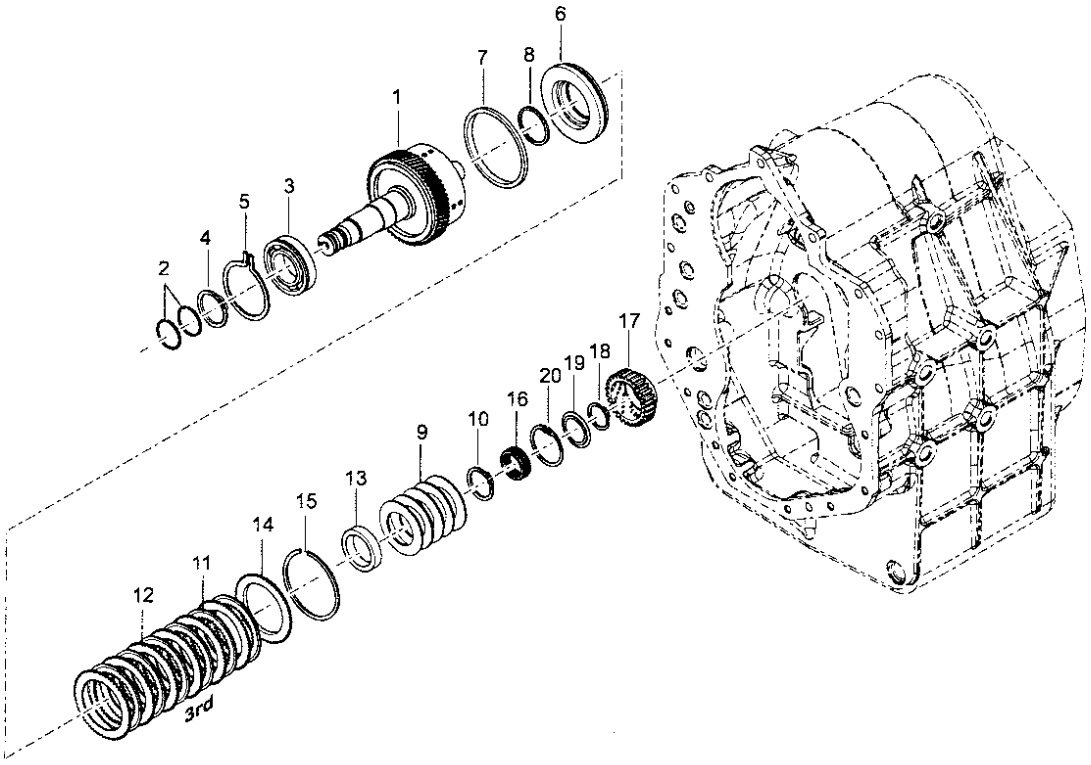
LOW SHAFT GROUP



GRPTE10101 rev 16APR03

TE10

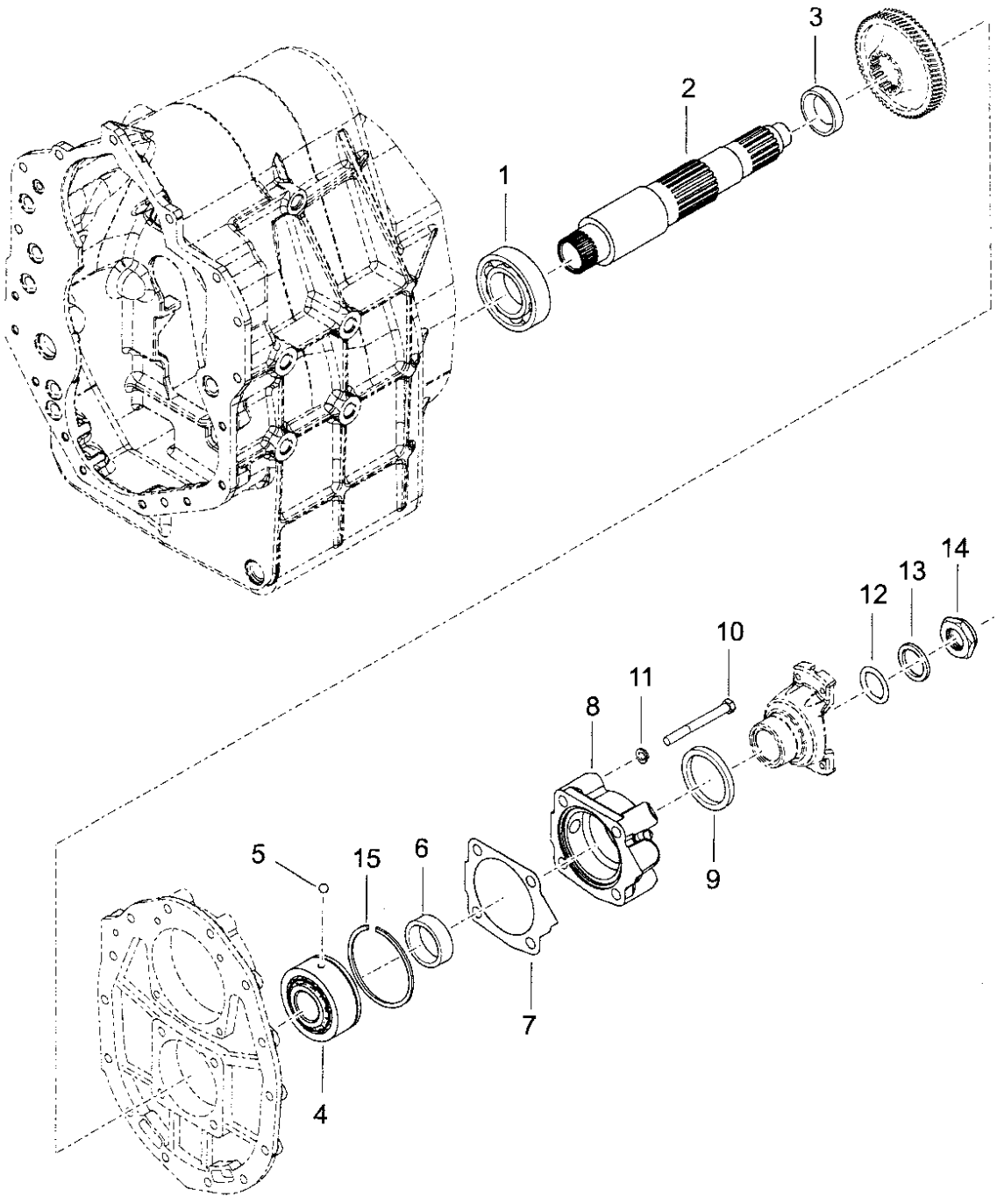
3rd GROUP



GRPTE10111 16APR03

TE10

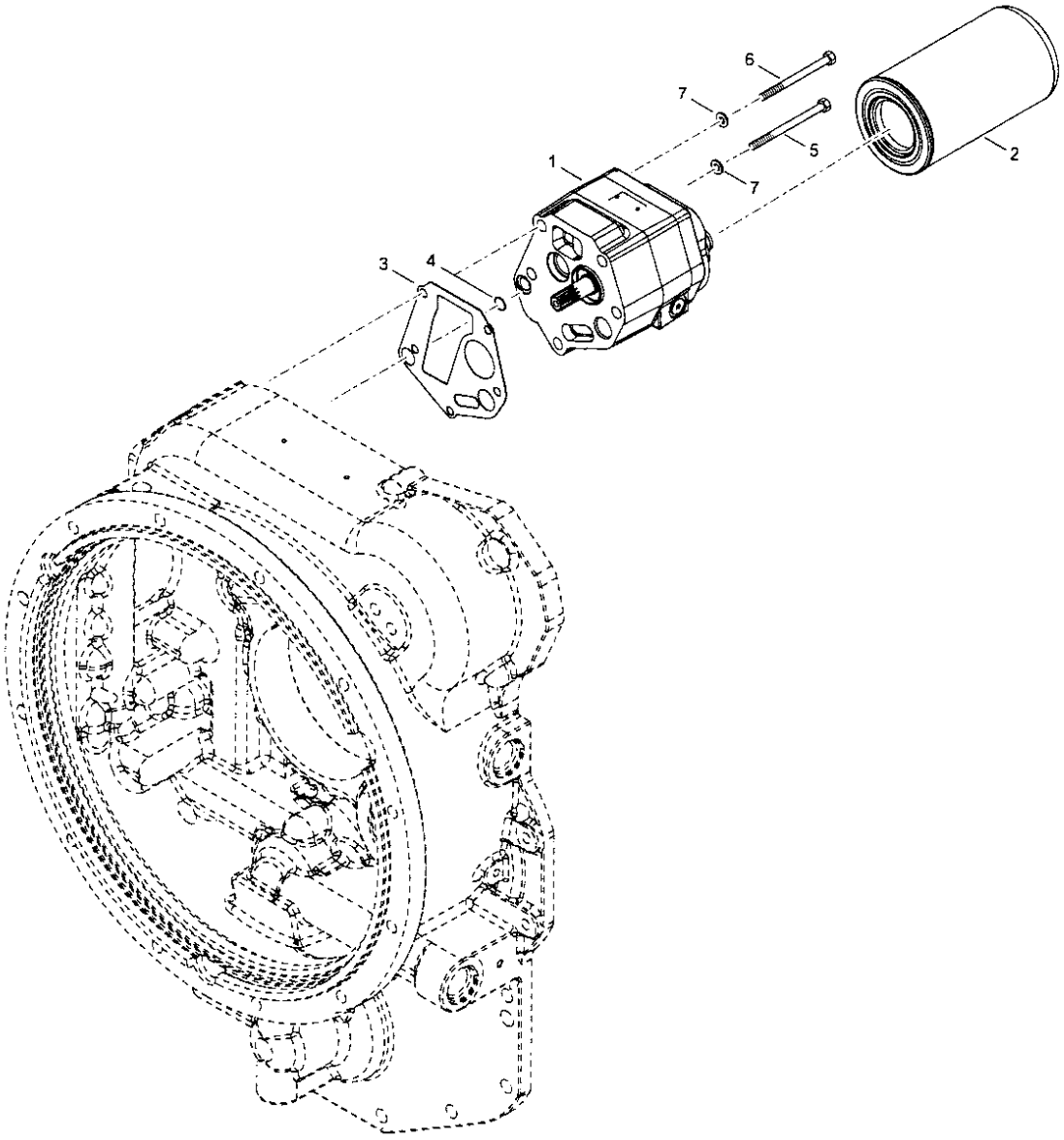
OUTPUT SHAFT GROUP



GRPTE10122 rev 29MAR04

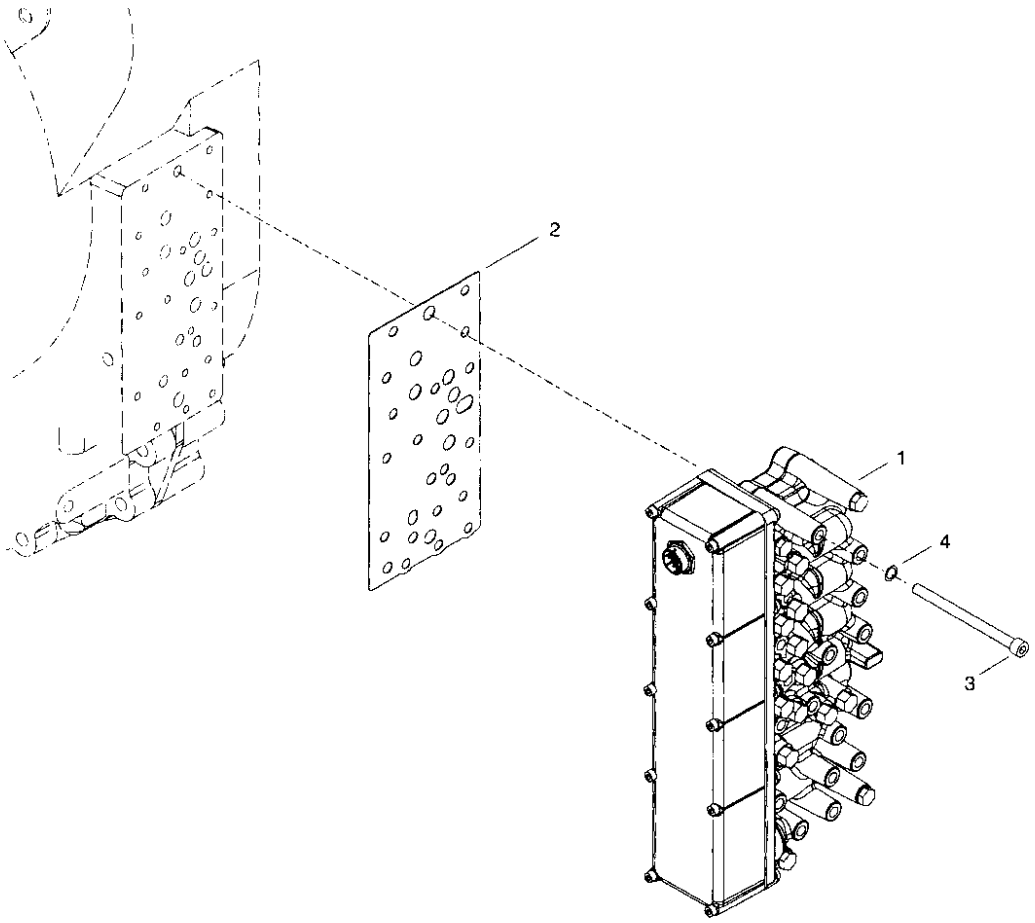
TE10

CHARGING PUMP & FILTER ASSY GROUP



GRPTE10161 rev 16APR03

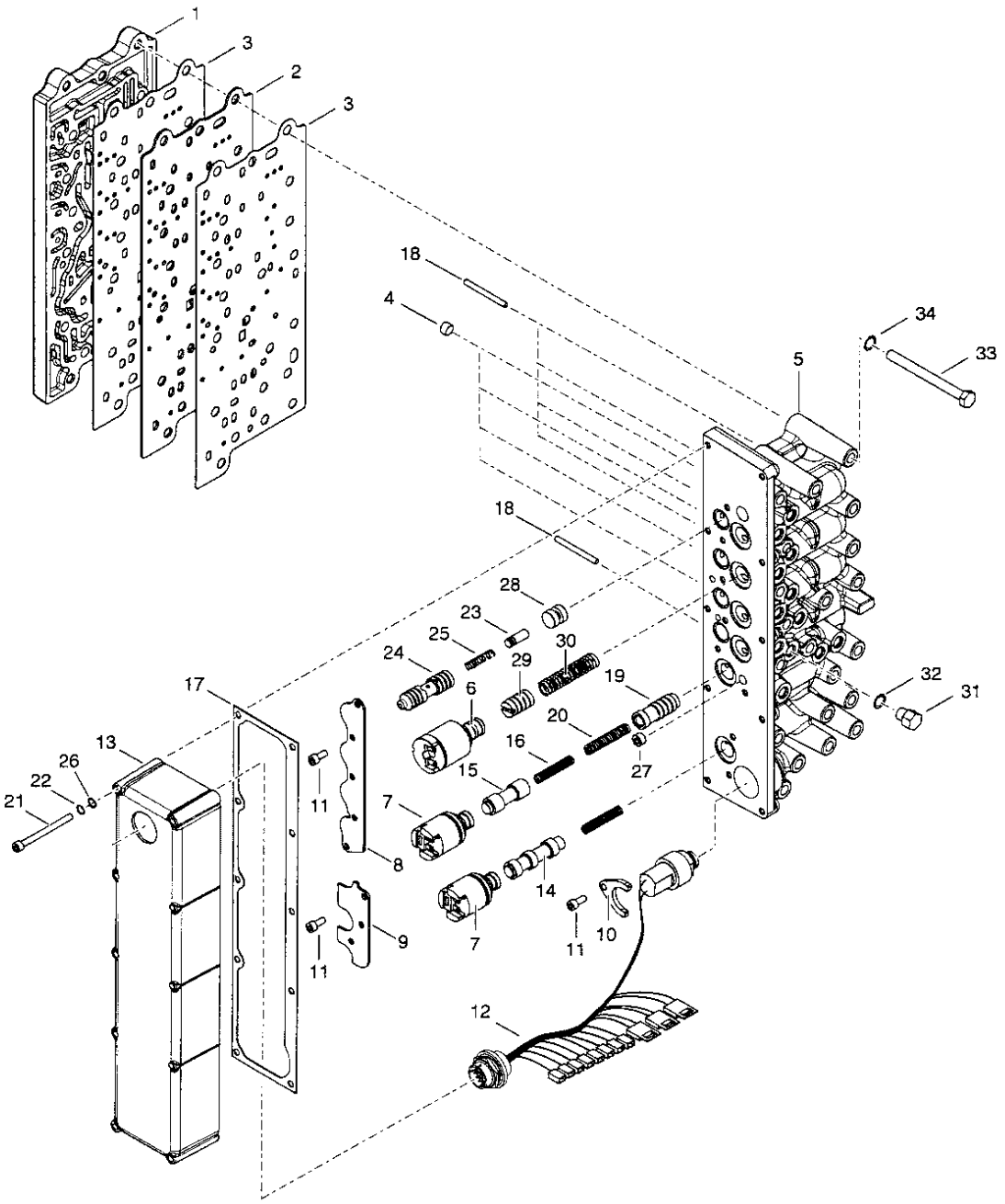
TE32
CONTROL VALVE GROUP



GRP-TE32181 rev 300802

TE10

CONTROL VALVE ASSEMBLY



GRPTE32183A rev MAR2007

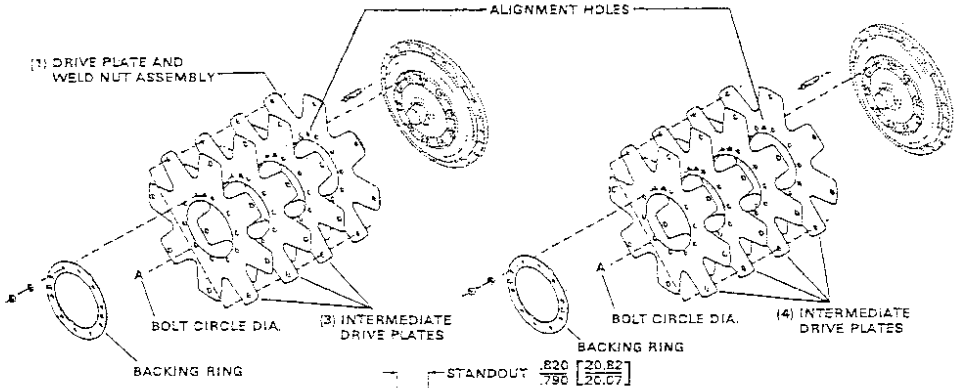
TECHNICAL SERVICE BULLETIN

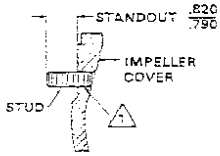
SUBJECT: 24000 Series Transmission Drive Plate Kits.

REASON FOR BULLETIN: Proper Identification by Bolt Circle Diameter.

Measure the "A" dimension (Bolt Circle diameter) and order Drive Plate Kit listed below.

Note four (4) kits have three (3) intermediate drive plates and one (1) drive plate and weld nut assembly. Two (2) kits with four intermediate drive plates.





"A" Dimension (Bolt Circle Diameter)

11.38" (288,900 mm) Diameter
Kit No. 802215

13.125" (333,375 mm) Diameter
Kit No. 802216

13.50" (342,900 mm) Diameter
Kit No. 802214

17.00" (431,800 mm) Diameter
Kit No. 802264

Each Kit will include the following parts:

3 Intermediate Drive Plates.
1 Drive Plate and Weld Nut Assembly.
1 Backing Ring.
10 Studs.
10 Lockwashers.
10 Stud Nuts.
1 Instruction Sheet.

"A" Dimension (Bolt Circle Diameter)

13.50" (342,900 mm) Diameter
Kit No. 802217

13.125" (333,375 mm) Diameter
Kit No. 802263

17.000" (431,800 mm) Diameter
Kit No. 802278

Each kit will include the following parts:

4 Intermediate Drive Plates.
1 Backing Ring.
10 Studs.
10 Lockwashers.
10 Stud Nuts.
1 Instruction Sheet.

Drive Plate Installation Procedure

TO FACILITATE ASSEMBLY, ALIGN SMALL HOLES IN DRIVE PLATES—SEE ILLUSTRATION ABOVE.

Clean tapped holes and studs thoroughly with Loctite 755 Solvent. Must be free of any grease or oil. Spray Loctite 747 Primer "T" in tapped holes and on studs and allow to dry. Apply Loctite 262 Threadlocker to both tapped holes and (16 NC thread) stud end. Assemble to standout shown. Remove excess Loctite after assembly. Allow 30 minutes minimum before installing on engine. NOTE: If Loctite 747 Primer "T" is not used, allow 24 hours for the threadlocker to cure before installing on engine.

Position drive plate and weld nut assembly on impeller cover studs with weld nuts toward cover. Align intermediate drive plate and backing ring with studs in impeller cover. NOTE: Two dimples 180° apart in backing ring must be out (toward engine flywheel). Install washers and stud nuts. With a calibrated torque wrench, tighten nuts 26 to 29 ft. lbs. torque (35,3 - 39,3 N.m).

Over for TRANSMISSION TO ENGINE INSTALLATION PROCEDURE

TRANSMISSION TO ENGINE INSTALLATION PROCEDURE

Remove all burrs from flywheel mounting face and nose pilot bore. Clean drive plate surface with solvent.

Check engine flywheel and housing for conformance to standard S.A.E. #3 - S.A.E. J-927 tolerance specifications for pilot bore size, pilot bore runout and mounting face flatness. Measure and record engine crankshaft end play.

Install two 2.50 [63, 50 mm] long transmission to flywheel housing guide studs in the engine flywheel housing as shown. Rotate the engine flywheel to align a drive plate mounting screw hole with the flywheel housing access hole.

Install a 4.00 [101, 60 mm] long drive plate locating stud .3750-24 fine thread in a drive plate nut. Align the locating stud in the drive plate with the flywheel drive plate mounting screw hole positioned in step No. 3.

Locate transmission on flywheel housing aligning drive plate to flywheel and transmission to flywheel housing. **NOTE:** Fig. 4 installation, align drive plate holes with flywheel studs.

Install transmission to flywheel housing screws. Tighten screws to specified torque. Remove transmission to engine guide studs. Install remaining screws and tighten to specified torque.

Remove drive plate locating stud.

Install drive plate attaching screw and washer. Snug screw but **do not tighten.** **NOTE:** Fig. 4 installation, install drive plate attaching washers and nuts. Tighten each nut 28 to 30 ft. lbs. torque [38.0 - 40.6 N.m]. Some engine flywheel housings have a hole located on the flywheel housing circumference in line with the drive plate screw access hole. A screwdriver or pry bar used to hold the drive plate against the flywheel will facilitate installation of the drive plate screws. Rotate the engine flywheel and install the remaining seven (7) flywheel to drive plate attaching screws. Snug screws but do not tighten. After all eight (8) screws are installed torque each one 25 to 30 ft. lbs. torque [33.9 - 40.6 N.m]. This will require torquing each screw and rotating the engine flywheel until the full amount of eight (8) screws have been tightened.

Measure engine crankshaft end play after transmission has been completely installed on engine flywheel. This value must be within .001 [0,025mm] of the end play recorded in step No. 2.

* Does not apply to units having 3 intermediate drive plates. See Fig. 4.

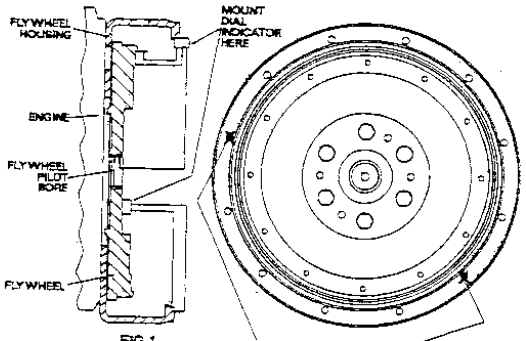


FIG 1

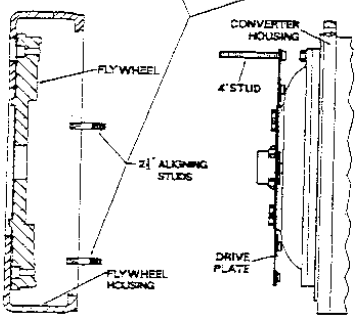


FIG 2

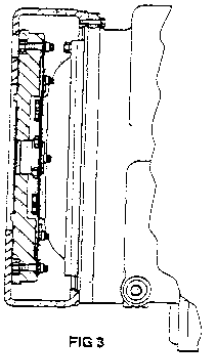


FIG 3

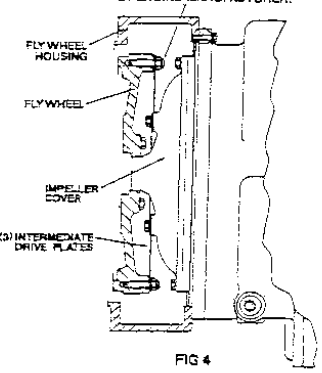


FIG 4