



Tech News

62TE

Torque specification:

Valve body bolts	7Nm
Oil pan bolts	12Nm
Oil pump bolts	30Nm
Differential Cover	61Nm
Transfer Gear Cover	12Nm

Clutch clearance:

Underdrive Clutch	0.91-1.47mm
Overdrive Clutch	1.10-2.34mm
Reverse Clutch	0.76-1.20mm
2-4 Clutch	0.76-2.64mm
Low/Reverse Clutch	0.89-1.47mm
Underdrive Direct Clutch	0.95-1.41mm
Underdrive Low Clutch	0.78-1.58mm
Transmission End Play	0.13-0.64mm
Max. wear on low clutch sealing rings	0.25mm
Overrun Sprag	Counter Clockwise Freewheel (smooth side)
Low Sprag	Counter Clockwise Freewheel

Software:

Transmission always needs to be reflashed after repair/overhaul.

Oil Pressure:

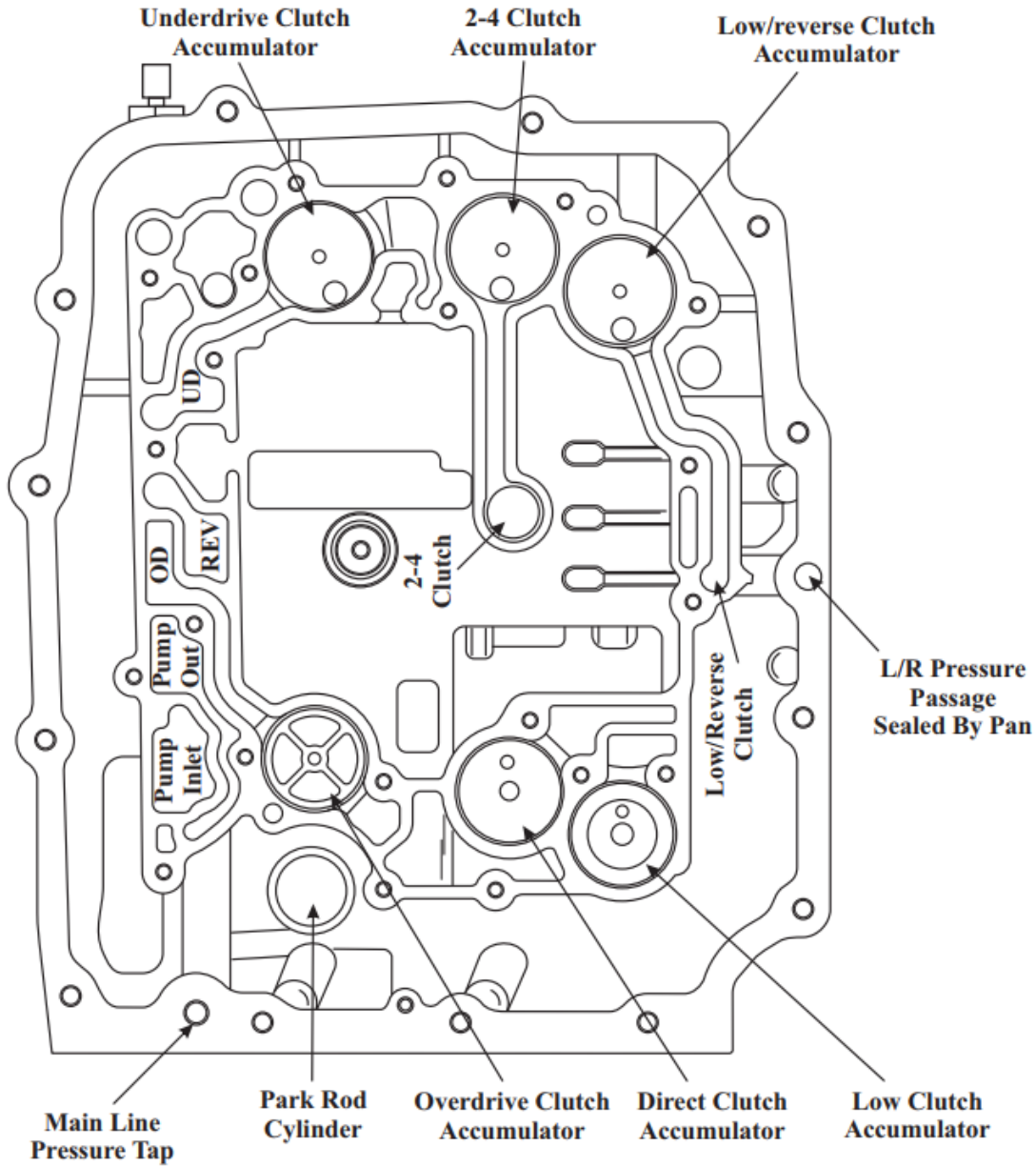
Park/Neutral	min 70psi / max 135psi
Drive:	min 70psi / max 180psi
Reverse:	min 230psi / max 260psi

Oil specifications:

Dry fill	8.5 Ltr
Refill	5.5 Ltr
Fluid specifications:	ATF 4+ (Type M59602)



Tech News





Tech News

Electronics:

Low/Reverse Clutch Solenoid	2 Ohms
TCC Solenoid (VFS)	5 Ohms
Underdrive Clutch Solenoid	2 Ohms
OD Pressure Switch Resistor	300 Ohms
Line Pressure Solenoid (VFS)	5 Ohms
2-4 Pressure Switch Resistor	300 Ohms
DC Pressure Switch Resistor	300 Ohms
L/R Pressure Switch Resistor	300 Ohms
Low Clutch Solenoid	2 Ohms
LC Pressure Switch Resistor	300 Ohms
Overdrive Clutch Solenoid	2 Ohms
Direct Clutch Solenoid	2 Ohms
2-4 Clutch Solenoid	2 Ohms
Fluid Temperature Sensor	11k Ohms

GEAR	UD	OD	L/R	2-4	Low	Dir	Rev
P			X				
R			X		X		X
N			X				
1	X		X		X		
2	X		X			X	
3	X			X	X		
4	X	X			X		
5	X	X				X	
6		X		X		X	

Common failures:

1. Broken input shaft (#804) in Diesel versions, due to vibrations of the engine.
2. 1-2 and /or 2-3 neutral while upshifting can be caused by excessive wear on the low clutch sealing rings. Low drum (#836) needs to be exchanged together with the sealing rings (#204).
3. Be sure the bolts off the pinion gear support are tightened (12Nm) and glued with "Loc-tite" as they will loosen while driving.
4. Some models doesn't have a Underdrive Clutch check ball in the valve body, this can be checked by the separator plate (with or without hole) at the location of the check ball. The separator plate with hole cannot be interchanged with one without hole, this will result in harsh application of the underdrive clutch. When mistakenly replaced low/reverse check ball in underdrive clutch location this will result in bind-up on 2-3 shift.