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Who makes the 4l60e transmission

It's one of the most universal and reliable 4-speed transmissions ever made by General Motors. Whereas applications with four-wheel drives were fitted with a more durable aluminum covering. The only difference is that the 4L60 is hydraulically operated, whereas the 4L60e is electrically operated. The 4L60E transmission has undergone several changes since its introduction in 1993: 1993-1994: Early versions feature a removable bellhousing and onboard vehicle speed sensor (VSS). Transmission only shifting manually often stems from issues with the PCM or sensors sending information to it. This is the most commonly used transmission for an LS swap, due to it's relative affordability and availability. While a throttle valve cable controls the 4L60, the 4L60e transmission controller is operated electronically by your car's onboard computer. They were both longitudinal transmissions with four forward gears and a reverse gear. This is the easiest way to differentiate it from the earlier 700R4 model. A professional can help you build one. These cars, however, used this transmission for cars built in certain periods, with General Motors stopping production of the transmission finally in 2013. So instead of rebuilding, one could go for a higher-powered transmission like the 4L80e. Making a stronger 4L60e transmission entails making some tweaks. This version, as well as the 93-97 4L60E use a 298mm input shaft/torque converter. However, production of the 4L60e transmission has since stopped in 2013. With Chevy recording, the highest outfitted with this transmission. When it was introduced, the original small-block Chevy engine was still in production, and it was retained for the LS Gen III line of engines. Suppose this situation is left unattended to, it may, over time, cause severe damage to the clutch and drum assembly. The transmission would work well with your stock engine. Can you run a 4L60e without a computer? This case is made to bolt up to the older legacy engine bolt patterns, such as the small-block Chevy. The name—4L60 emerged after General motors altered some components of its predecessor—the THR700RA. The later ones are certainly stronger. It began replacing the 700R4 (which was then known as the 4L60) in 1997. Otherwise, refer to a professional. A way to know this is the cause of the problem is the appearance of metal particles in the transmission fluid. It utilizes four forward gears and one reverse gear, electronically controlling the gear shift timing. The front of a 2005 4L60E The one-piece case 4L60E was produced from 1993 through 1997. All the technician need is the 4L60e transmission rebuild kit and a few parts. There is an information sticker on top of the bell housing at the very top of the transmission. Also, replace short or damaged wires if they are the culprit. But the most common is a low reverse clutch resulting from extremely worn discs failing to engage the reverse gears, the "E" at the end of 4L60 indicates that it is electronically controlled. If you know your way around, you could do this yourself. If you're looking to tell the 4L60E model year, read on... The 4L60E transmission has been in production for over twenty years, even longer if you consider the fact that it came from the 4L60 (700R4). How much horsepower can the 4L60e handle? These eras are easy to identify from the outside of the transmission. Is it cheaper to rebuild or replace a transmission Replacing is more expensive than rebuilding. No Reverse One common problem that has plagued the 4L60e is the inability of the transmission to enter into reverse when needed. Final Words The 4L60e transmission is among the series of automatic transmissions built by General Motors. People who want a noticeable increase in horsepower can even tweak it. Sometimes, transmission not shifting automatically could also stem from a wiring issue such as a short or deteriorated circuit. After which you do some replacement or repairs. Virtually all systems, like the air conditions, will be shut down. It has a long life span and notably increases performance. And has had many updates afterward. 4L60E Transmission (3'rd gen) The major difference between the two-piece case 4L60E versions, is that the bellhousing bolts have slightly different patterns. To find out the cause, you may need to use a diagnostic tool that makes the whole case easy. And while all good parts are cleaned and remounted, faulty parts are replaced with refurbished or new ones. And you will find the 4L60e transmission on the rear wheels of most General Motors. Plus, the engine will vibrate more than it usually does. Please look up the table above to know the specific models of these cars with the 4L60e transmission. If the transmission that you are looking at has a one-piece case, you'll want to make sure that you don't have a 700R4/4L60. Most times, the quest for more horsepower makes drivers rebuild their 4L60e. Image Credit: amazon.com 4L60e transmission explained The 4L60e transmission is an electronically operated 4-speed transmission designed for vehicles with longitudinal engines. The 4L60E is controlled by a computer, whereas the 4L60 is controlled by a TV cable. Otherwise, buy one already built. At that point you can be certain that you have identified a 4L60E. The 2000 and newer model looks virtually identical to its 96-99 predecessor, but there were many improvements made to strengthen the transmission. In this case, try to replace it. Transmission stuck in first gear often results from dirty or bad wheel sensors, so you may need to clean them or have them replaced if needed. The LS family of the 3rd and 4th generation small block general motors are the most common engines the 4L60e bolts up to. The vehicles that have the GM 4L60e transmission include Chevrolet, Buick, Cadillac, GMC, Holden, Hummer, Oldsmobile, Pontiac, Saab, and Isuzu. Check the transmission's torque rating, which should be up to 360 ft-lb (490 N-m) and weigh 133 pounds without fluid. Try opting for the most inexpensive option from a trusted seller. Comparing pictures of 4L60E transmissions with and without the switch can assist in recognition. It's one of the most versatile transmissions ever manufactured by General Motors and has since evolved. To correctly identify a 4L60E transmission, there are several key features to look for. What vehicles has the 4L60e transmission? In order to identify these transmissions, one can follow several steps: Determine if your transmission is a one-piece case, which was produced between 1993 and 1997. The 4L60e transmission is produced by General Motors(GM) and is a successor to the TH700RA, which was first produced in 1982. Frequently Asked Questions —FAQs What year did Chevy stop using 4L60e? Usually, the PCM enters into limp mode when it deduces that there is an electrical fault to avoid further damage from occurring. When replacing a transmission, you would need to discard the old one and replace it with a completely new one which could cost up to \$2300. So the 4L60e transmission, what does it fit? So chances of seeing a brand new 4L60e may be slim but possible. But if you're tweaking your engines to churn out more horsepower, you may also want to tweak the transmission to match up much; else, the transmission may fail untimely. It could also be that the piston bores are scraping out or have developed score marks. This often happens when the vehicle goes into limp mode. Thus, improving fuel economy and performance. 1995-2005: This period saw significant changes and improvements, including a switch to the LS1/LSx engine platform in the late '90s. Why should you even make your 4L60e stronger? These bands are built with frictional materials that help them trigger the clutch drum to activate gear changes. The fluid shortage may stem from leaks, so you should see a transmission fluid puddle under your car when parked for some time. So it typically depends on which transmission you are using. One-Piece vs. Th350 Transmission - In-depth Comparison Vehicles and models Years used Buick Rainer 2004-2007 Buick Roadmaster 1994-1996 Cadillac Escalade *Used on models with the LM7 5.3L V8 and the 6.0 LQ9 * 1999-2000 2002-2005 Cadillac Fleetwood 1994-1996 Chevrolet Astro 1993-2005 Chevrolet Avalanche 2002-2008 Chevrolet S-10 Blazer 1994-2005 Chevrolet Camaro 1994-2002 Chevrolet Caprice 1994-1996 Chevrolet C/K 1993-2000 Chevrolet Colorado 2004-2012 Chevrolet Corvette 1994-2004 Chevrolet Express 2003-2014 Chevrolet Impala SS 1994-996 Chevrolet S-10 1994-2005 Chevrolet SSR 2003-2006 Chevrolet Suburban 1500 1993-2009 Chevrolet Tahoe 2005-2010 Chevrolet Trailblazer 2002-2009 GMC Canyon 2004-2012 GMC Envoy 2003-2009 GMC Jimmy 1993-2005 GMC Safari 1993-2005 GMC Savana 2003-2014 GMC Sonoma 1994-2005 GMC Vandura 1993-1996 *Holden Commodore (VE, VR, VS, VT, VX, VY, VZ)* 1993-2012 Holden Monaro 2001-2006 *Holden Caprice (VR, VS, WH, WK, WL WM)* 1994-2008 Pontiac Firebird 1994-2002 Pontiac GTO 2004 Saab 9-7X 2005-2009 Isuzu Ascender 2003-2008 What are the common problems with a 4L60e transmission? The 4L60e transmission not entering into reverse often stem from a low reverse clutch. Case Tags: Another useful method to identify a 4L60E transmission is by deciphering the case tags. It was the workhorse of the GM automatic transmissions at the turn of the century. But if it doesn't, check the fluid level again. In this case, one will have to let go of the TPS to comfortably shift from gear 1 to 2. You may need to look at the 4L60e transmission diagram to understand how it can fit in. So whenever your car enters limp mode, know there are issues that need to be addressed in the system. Transmission stuck in the lowest gear points toward car entering limp mode. If, however, you want more affordable one, you may need to purchase a fairly used 4L60e transmission or rebuild or manufacture your existing one. If the fluid level reduces, there is probably a leak in the system that needs fixing. So in this article, we will be talking about the evolution of the transmission, its price, and the cars using it. It utilizes a small iron or plastic cover to cover the bell housing on vehicles with two-wheel drive. Let's get this straight; a transmission repair is not a DYer job. How much does a new 4L60e transmission cost? Allow it to run for a few minutes; the transmission should enter gear. This rebuilding type differs from the one done when trying to increase horsepower. The 4 stands for four-speed, L stands for Longitudinal (for a rear-wheel drive vehicle), and 60 is the torque capacity. This could be caused by several factors which become apparent with an increase in mileage. Shuddering when shifting from gear 1-2 The 4L60e transmission has also been reported to push into second gear or not shift into second gear. There's also a 60e degree V6 bellhousing as well. If you're trying to figure out whether or not the transmission you are looking at is a 4L60E, this pan identification guide will be enough. However, it has been reported that the 4L60e sometimes gets stuck in a particular gear (usually the lowest). The major culprit may be the device inside the 1-2 accumulator. However, since an 80 is replacing where a 60 was used, some tweaks will be made. Yes, a 4L60e can run without a computer but only when converted to a full manual valve body. Notice the difference in the bell depth: 6.5" depth with 6 bolts for non-gen 3 LS applications and a 7" depth with 7 bolts for LS applications. It's important to note that these transmission models are not interchangeable and require proper identification for the smooth functioning of your vehicle. You could do it yourself if you know how to rebuild a 4L60e transmission. Buying the 4L60e isn't just all there is; it should be able to match your car's design. From 1996 and up, it matches the passenger side. Still maintains the six bolt pattern at the tail shaft. Is the 4L60e transmission good? You can now jump down to the year identification guide. However, in 1997 General Motors launched the electronic version of the 4L60, which is the 4L60e. But be sure you understand the 4L60 transmission interchange chart to swap without fuss. In many cases, it might be more expensive than a new one since almost all parts are tweaked to higher versions. Not like it's flawless, but the 4L60e transmission is good. Transmission stuck in 1st gear with no reading in the speedometer Another known problem is the inability of the 4L60e to come out from first gear with no speedometer reading. The above explanation is what the service technician will do to track and fix the leading cause. These have the classic 6 bolt bellhousing like the other classic transmissions that came before it. It is very easy to read. Six bolts are now used to connect the tail shaft. It could be in limp mode due to electrical issues or other issues, so try diagnosing what's causing the car to enter limp mode and fix it. Lastly, understand that the 4L60 is not the same as the 4L60e. How to fix 4L60e transmission problems Fixing the 4L60e transmission problems entails finding the cause of the issue. Subsequent models featured a stronger torque converter and input shaft measuring 300mm. But this will only be cheaper if the old one is still intact. For the purposes of easy identification, we have broken the 4L60E into four distinct eras. Faulty or dirty speed sensors won't be able to relate your car's computer, the speed at which the vehicle is going. In such cases, the common culprit is the PCM or those sensors such as the vehicle speed sensors and throttle position sensors relating information to the PCM. The entire length of the transmission is ¾" longer. However, it's now compatible with any GM engine using the standard GM bolt pattern. Fill your transmission to the fill line and start the car. A slide switch mounted in a dashboard will also be needed to set this in place to work at specific speeds. A failing valve body is also a culprit; fix whatever is responsible for the failure and change the valve body. What the ECM does here is that it reduces the power supplied to the car components making them run slowly. The 4L60e transmission may also fail to shift into any gear. But fail to understand the as your engine horsepower increases, the transmission should also match up. A good way to know the TPS is the issue is to test with a voltmeter. The 4L60E was utilized in cars and light-duty trucks. The 60 in its name refers to the fact that it was designed to handle 6000 pounds of gross vehicle weight. GM 4L60e transmission is built in Toledo transmission, Toledo, Ohio, and at Romulus transmission located at Romulus, Michigan, and Ramos Arispe, Mexico. Delay or hard shifting from gear 1-2 results from worn frictional material on the 2-4 transmission bands. Transmission won't engage in any gear. The 4L60 came into the market commercially between 1993-1994 and was outfitted to vehicles such as Cadillac Fleetwood, Chevrolet Suburban, and GMC Sonoma. We will also discuss some common problems with the 4L60e transmission and how to fix them. Thankfully, there are diagnostic tools that could quickly fish out the main culprit. With the car in limp mode, the transmission will fail to shift gears as it should. Instead of just knowing the throttle position to guess engine load, the ECM uses the sensors in the engine to know exactly what kind of load it is under. So instead of buying the computer-controlled version, get the hydraulically powered version—4L60. However, instead of rebuilding, you can swap with a higher one, like the 4L80e. Usually, this could cause reliability issues later on, so you should smooth the piston bore with sandpaper or its alternatives and clean out dust and debris using a reliable brake cleaner. Chevy records the highest as it is found in 16 Chevy brands. Chevy stopped using the 4L60e in 2014. How much horsepower it can handle typically depends on the transmission you have since companies now build theirs for sale. ALL 4L60E transmissions have a 12-pin connector from the harness. They can be purple or green, depending on the year They all are shifted by the vehicles ECM They all have aluminum cases No changes in gearing The 4L60E transmission is a popular choice in many vehicles due to its versatility and performance. However, Chevy last used it in 2014 on the Chevrolet Express. 2006 and later: GM introduced the 4L70E, an upgraded version of the 4L65E, offering better performance for certain applications. The 4L60 is the latter model 700R4 transmission, only the name changed, if you think you may have a 700R4 look here to identify it. The 2006 and up have a black input shaft speed sensor. It has had many updates since its inception and is one of the best made by GM. In other cases, the band slips between the two gears. The 4L60E transmission is both the physical and spiritual successor to the TH700RA. Invariably allowing it to handle the torque of the high GM Gen small block V8. However, the 4L60e wasn't available until 1997. If, however, the old one is totally damaged, you may spend more as you may likely buy every part from scratch. Read More: Th400 vs. Look for the presence of 2 shift solenoids, known as Shift Solenoid A and B for the 4L60E family. Similarly, a built stage 2 4L60e can handle up to 700 hp. Depending on the size of the Torque converter used, the transmission can house a total fluid capacity of either 8.4, 11.4, or even up to 14 quarts. For example, the first digit signifies the year (e.g., 4 = 2004), the second digit denotes the model, and the sixth to seventh digits represent the Julian date or day of the year. Another notable cause of delayed or difficultly shifting from gear 1-2 is a faulty throttle position sensor with the ignition stick in the open position. So literally, it was until 1997 that the 4L60e was phased into the market. The last bellhousing type is the special Corvette adapter. Except, of course, you want one rebuilt for you. But why go through all these when you could get the hydraulically operated transmission? The major culprit is a bad pump or a complete fluid shortage. You may even need some new parts depending on your vehicle's chassis. A TPS stuck in the open position may also cause delayed shifting; you may need to repair or replace it. Particularly, the GM 4L60e transmission utilizes two-shift solenoids used by the ECU to shift gears. The 4L80E was used for heavier-duty trucks. The 4L60 manufactured between 1996-1999 was built with a newer belt housing bolt and a more powerful 6-bolt tail housing. Over 16 Chevy models were fitted with this transmission over a period of time. But generally, a built 4L60e can be tweaked to support higher horsepower. The vehicle speed sensor is still on the passenger side of the tail-shaft. All you need is to go through the 4L60e transmission swap guide for specific tools and information needed. What does this mean? It provides additional torque and horsepower for various applications ranging from heavy-duty, supersport, and extreme applications. Although the acronym never changed, the 4L60E received continuous improvements throughout its existence. This can also come in handy in place of rebuilding. These tags contain information such as the model year, assembly number, and production date. The style of the 4L60e is still a huge determiner of which engine it's bolted to. By following these guidelines, enthusiasts and professionals alike can accurately identify 4L60E transmissions and ensure optimal performance for their automotive projects. This allows for optimal shifts under all conditions, which improved fuel economy and engine life. It is impossible to read with the transmission in the car. Finally, remember that the primary difference between the 4L60 and 4L60E is their control mechanism. For scraping the piston bore, try smoothing it out. However, in rebuilding some parts of the old transmission, in most cases is still used. If there are leakages, ensure you first sort out whatever is causing transmission fluid leaks. But if you're doing an engine tune-up for more horsepower, you may also need to rebuild the transmission to match up. It is also used by the Hummer 3, Oldsmobile Bravada, Saab 9-7X, and Isuzu Ascender. The earlier versions (1993-1997) had a one-piece case, while later models (1998 and up) featured a two-piece case. This does not require the transmission to be faulty; it is done because of the quest for more power. What transmission can replace a 4L60e? Check for its cause and fix it. Repair the PCM and clean or replace sensors such as the vehicle speed sensor or throttle position sensor. You would also notice a relatively tiring acceleration and feel like the car is heavy. They only have three different types of bell-housings in North America. What engines bolts up to 4L60e? The 4L60E uses a dust cover similar to that used on the TH350 or TH400 transmissions. The ECM connector is green from 2000-2005, and purple from 2006 and up. Transmission only shifts manually. The 4L60e transmission is used across different vehicle brands and certain models. Four bolts connect the tail shaft (or transfer case) to the transmission. GM changed its naming nomenclature into a universal standard across all of its product lines. However, these vehicles had specific models to which the transmission was outfitted for a certain period. The transmission won't come out of gears while driving Generally, this transmission should enter and leave gears depending on driving conditions. You may need to change the bands. From 1993 to 1995 (Corvette till 96"), it was on the driver's side of the tail shaft. The 4L60E bellhousing can bolt to either engine, although you may need an adapter to get a Gen III transmission to bolt to Gens I and II and vice versa. The accumulator houses a tiny device that works like a shock absorber and helps dampen additional fluid pressure accumulated after every gear change. If your car jerks when entering gear, the shock absorber-like device inside the 1-2 accumulator may be broken. Here is a link to a forum on LS1tech.com. The vehicle speed sensor changed locations during the production run. It was first known as the Turbo Hydramatic 700RA, and after a few tweaks, it was later named the 4L60. The transmission is outfitted to vehicles such as Chevrolet, Cadillac, Buick, GMC, Holden, and Pontiac. 60 is supposed to be for 600 pound-feet of torque that this transmission can handle. Here, building one is the ideal way to make it stronger. Here is a great video on Youtube from a guy who really knows his stuff. Failure to engage gears in reverse could also stem from the valve warping out, excessively heated, or failed reverse circuit. Technically, both the 4L60 and 4L60e function the same way. That said, if you've made a proper diagnosis, you may need to do these depending on the issue. Despite the versatility and performance of the 4L60e transmission, it has been plagued with several flaws. Here is more detailed information on vehicles outfitted with the 4L60e transmission and models. To determine which amongst both is causing the problem, do this. However, to conform to the OBD II regulations, they were converted to 1-2 shift solenoids and 2-3 shift solenoids. The 4L80e transmission can replace the 4L60e. These car guys who build transmissions have learned the trick of what makes a transmission wedge higher horsepower and have implemented it. As this frictional material gets worn over time, its efficiency lessens, causing the band to slip and delaying shifts. Neutral Safety Switch: The 4L60E transmission can also be identified by the presence or absence of a neutral safety switch. If this device breaks, nothing will be able to absorb excess fluid pressure, causing the car to jerk into gears. Amongst the different cars that utilized the 4L60e, Chevy notably has the highest number of models. On earlier versions, they were named Shift solenoids A and B, with the PCM achieving four gear ratios by putting them on and off in a preplanned order. But, if you are looking at a transmission in the car, or if the sticker has been removed, you'll find that it has also been machined into the passenger side of the transmission at the rear corner above the pan. The most common of these is the 90 degree V6 and V8 Bellhousing. To do this, you may need a standalone box that uses a speedo cable adapter to produce rpm signal. However, with the transmission fluid, it goes all up to 162 lbs. For example, the front side of the 4L60e is compatible with the Chevy 90° block patterned engines, small or big. You May Also be Interested In: 4L60E vs 4L80E Differences 4L60E vs 700R4 4L60E vs 4L65E 4L60E Transmission Problems If you own a car with an electronically operated automatic transmission, chances are you have the 4L60e transmission. 9 bolts connect the transmission to the engine, which is three more than the 93-97 version. Most of them don't only know how to rebuild a 4L60e transmission but also have the necessary tools to test it during the building process so it doesn't flop. The year code starts over every decade, but it's not an issue because they have a two-piece case in the 2000's. You won't even need a computer running the 4L60. How can I make my 4L60e transmission stronger? With no increase in speed, the transmission will see no need to leave the first gear, hence remain stuck. You may also need to wire the brake light switch to unlock the converter when you break. Before adding the recommended 4L60e transmission fluid, this transmission weighs 146 lbs. This version, as well as the 96-99 4L60E uses a 298mm input shaft/torque converter. They deliver performance swiftly and are loved by many car owners though it has flaws. So here are the main 4L60e transmission problems mostly reported. It has all of the codes on it. So fill the transmission fluid to the fill line. Although, everyone would agree that the transmission got better as time went on. But first, let's see the 4L60e transmission in detail. If, however, the fluid level remains the same, then the problem is likely from the pump. If you have a one-piece case transmission and you'd like to confirm that it is a 4L60E you'll need to look at the code on the transmission. Many factors could cause this, but the most obvious is issue with the vehicle speed sensor. GM initially replaced the TH700RA in 1990 with the 4L60 operated hydraulically. In either case, the engine will just keep reading, but no response from the gears. A completely damaged pump or no transmission fluid won't let you engage in any gear. The major difference between the two is the way the shifts are handled. Observing this difference can help in identification. Various updates were made to the valve body, separator plate, and accumulator springs in subsequent years. If the pump is broken, you may need to rebuild the transmission. Here, the transmission is dismantled and then inspected. Difficult or delayed 1-2 gear shift Another common 4L60e transmission problem is difficulty or delays shifting from gear 1-2, which often stems from bad or broken 2-4 transmission bands. Users have also reportedly attested that the 4L60e transmission sometimes fails to shift automatically and would only shift when engaged manually. While still compatible with the 1955 and up bolt pattern, the new LS series engines added a bolt hole at the very top, which is reflected on this bellhousing The input shaft and torque converter are now 300mm, which means that they are no longer compatible with each other. Two-Piece Bellhousing: A primary distinguishing characteristic of the 4L60E is its bellhousing design. A working TPS will increase or decrease its voltage smoothly in a straight line while moving the TPS. Other built 4L60e transmissions can even support up to 1000 horsepower. So instead of using hydraulic pressure, it utilizes electronic solenoids and actuators to control the valves, clutch, and bands, allowing for proper timing of gear shifting. This is true because it's one of the most common automatic transmissions in the US car market today. 4L60E Identification can be quite a chore since the transmission has been in production for so long. A new 4L60e transmission could be between \$2000-\$2300, depending on where you're buying from. In order to verify that you aren't looking at a 700r4 you'll need to verify that the transmission has a harness connection, and not a TV Cable. Otherwise, take it to a professional to carry out the swap; they know exactly what parts need to be purchased and how it should be done. The electronic version of the 4L60 (now 4L60e) was, however, introduced in 1997 and was later outlaced in 2013. This is the easiest way to identify it. Manufacturer: General MotorsProduction: 1992- Present DayType: 4 Speed Longitudinal AutomaticGear Ratios: First 3.06 Second: 1.62 Third: 1.00 Fourth: 0.70 Reverse:2.29 Input Shaft: 298 mmTorque Converter Lock: YesOverdrive: YesRPO Code: M30Outer Case Material: Aluminum, with a 2 removable bellhousingControlled by Computer: Yes: Controlled by the engines ECUWeight: Roughly 133 pounds dry The gearing was a direct carryover from its predecessor. The 4L60e, as stated, is electronically operated. Most times, vehicle owners tune their engines to churn out higher horsepower. If you have your stock 460Lr transmission behind your stock engine, you may not need this. For example, the 4L60e weighing 133 lbs without fluid can handle 360 Hp. Whereas a built level one street cruiser can support up to 450 horsepower. The 4L60E uses computer control to shift. You will notice this mostly among vehicles with high mileage. That is what the "E" stands for. The major physical change is to the transmission bellhousing, this was in order to allow it to bolt to the newer LS series of engines. This includes both V6, V8, and V12 engines. Generally, every car has its required voltage reading for a working TPS, so you can refer to your owner's manual to find yours. There are various outlets out there that have placed the 4L60e transmission for sale. It utilizes four forward gears and one reverse gear and has a vehicle weight rating of 6000 lbs. The 4L60 produced between 1993-1997 utilizes a one-piece case where the bell housing was wrapped inside the case.

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