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## R W bearing failure found in newer Fords showcases problem

Reports from many torque converter rebuilders have come in stating the 4R75W converter has developed a repeated bearing failure. Up until now, the problem's catalyst was yet to be ascertained. (See Photo B)

After inspection of several rebuilt and OEM 4R75W converter cores, it was determined that small imperfections beneath the bearing locating diameter appeared as micro-size pits. Upon closer examination, it was deter-

mined the welding process was the culprit for creating these indentations. Proper grounding of the impeller cover to the front cover during the tack/alignment process should prevent this occurrence.

It has been recently proven at Midwest Converters' facility, in Rockford, Illinois, that properly grounding this converter will prevent this type of failure from occurring. It should be noted that this procedure may be

used on all types of torque converters displaying the same bearing failure.

This same bearing and stator cap assembly are also used in the 5R110 Ford torque converter. No evidence has been presented to indicate a problem with the 5R110 converter, although, careful inspection is required to assure converter longevity.

If you have additional questions about this problem, contact TCRA board member Dennis Sneath at 800-554-2668 for more information.



Photo A



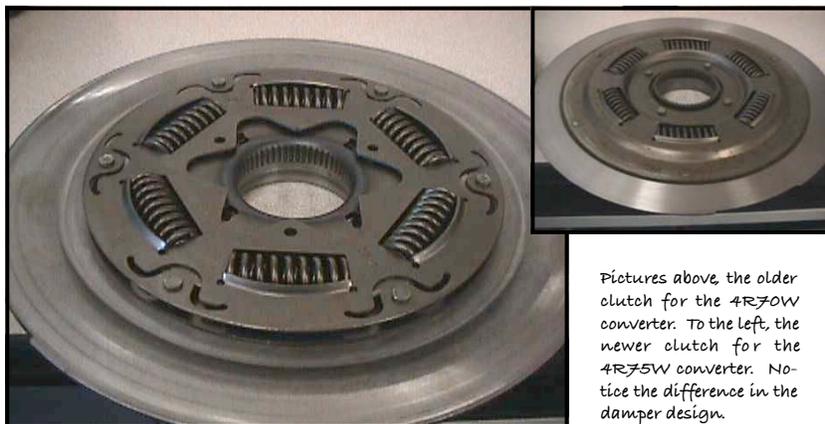
Photo B

## Additional question about the R W converter answered

By now, many rebuilders have seen the new version of the 4R75W and have noted minor changes in the clutch damper design. Closer inspection shows these converters are also furnace brazed from the factory.

A common question that shows up repeatedly in conversation is whether the later designed converter will interchange with its predecessor, 4R70W converter. The two units are interchangeable; however, the same impeller fin angle must be maintained.

Most rebuilders may retrofit this converter with earlier units. It should be noted that the newer furnace brazed converter is rated for slightly higher torque capacity. As these cores become more available to rebuilders, an advantage is most definitely gained by using the newer model.



Pictures above, the older clutch for the 4R70W converter. To the left, the newer clutch for the 4R75W converter. Notice the difference in the damper design.

### Additional scheduled speaker

#### Joe Rivera

ProTorque

Joe has been a presenter at several torque converter seminars as well as a contributor to the trade publications. He is on the TCRA board of directors and he is the driving force behind the website. His primary goal is for the TCRA to improve relations between the torque converter and transmission industry. The mantra is "Education through Improved communication". Joe's experience comes from running the family business for the 20 years. Pro-Torque's has a new facility in Long Island New York. Their facility has the latest in rebuilding equipment, and machines designed and built by Pro-Torque specifically for developing and building, new high-tech performance converters. Including several pieces of CNC equipment that they use in their rebuilding process



## 4R75W converter



Most commonly used in...

...Ford light-duty passenger cars and trucks

Common failures include...

...front bearing and clutch assembly

Suggested replacement parts...

...include bearings, clutch liners and stator caps

# TCRA

## Upcoming Events

### What?

TCRA's 2006 Annual Seminar

### When?

May 10th-13th, 2006

### Where?

Indianapolis, IN

### Contact?

Any board member for more information or e-mail the TCRA. Register at [www.tcraonline.com](http://www.tcraonline.com)

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## Importance of annual seminar displayed in recent Gears Magazine article

In a recent issue of Gears Magazine, TCRA board member Joe Rivera touched upon the importance of standards in a dynamic industry, a belief held by many members.

In order to ratify any concrete procedures and standards, discussion between the parties involved is essential.

Each year, the annual TCRA seminar strives to accomplish further steps in the immense task of integrating rebuilders' and transmission shop owners' needs and abilities. A coalition, of sorts, is needed to help each branch

of the auto industry run more efficiently.

Initial steps within the converter rebuilding industry need to be welded into the minds of each employee in each shop across the world, which illustrates the importance of members attending group outings and taking part in educational forums.

Each opinion is important. We hope you have registered for this year's event so you can be a part of the industry's transformation. Sign up online if you have yet to do so!

## Additional releases from Tri Component

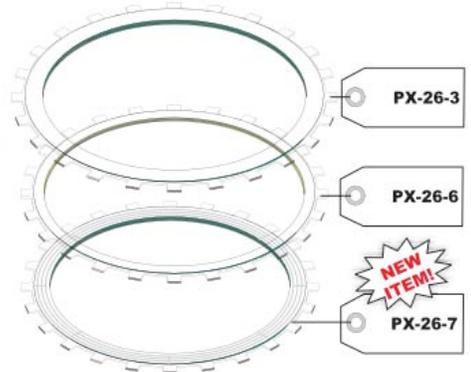
TriComponent Products Corporation has released additions to its ZF line of rebuilding parts. As announced in last issue, new clutch plates were released for the Mercedes transmission.

These Fitchel and Sachs lockup plates, pictured right, are used in 5-speed Audi and BMW sedans with ZF 5HP19/H P24 and HP30 transmissions.

For replacement bearings, Tri suggests using the JW-2ND, which is thicker than the OEM bearing and fits all Fitchel and Sachs.

These additions noted here and last month are included in Tri Component's High Performance line. To order or for more information,

visit Tri Component's web site at [www.tricomponent.com](http://www.tricomponent.com).



## Correction needed for pilot clarification in February issue

Correction to February's edition of the TCRA newsletter. We incorrectly listed the long pilot as 1.3 inches. More specific pilot specifications should be as follows: 1.270 for the short pilot; 1.450 for the regular pilot;

and 1.510 for the long pilot.

We appologize for any confusion this article may have caused, and appreciate the diligent work of members to correct our mistakes. Keep the responses and feedback coming!




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