

# ATTENTION

Please read before installation

4L60/4L60E

## NEW WAVED TECHNOLOGY

Kit Contains: WAVED 3-4 FRICTIONS

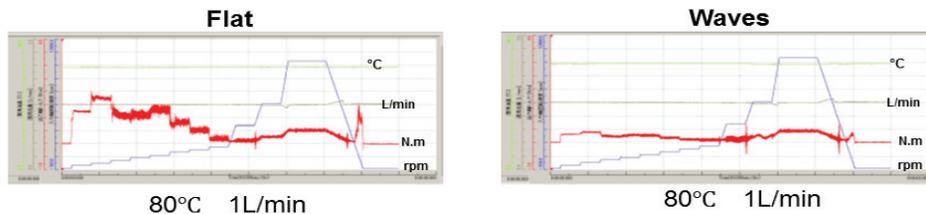
### 3-4 Clutch Pack Clearance

Ensure **CORRECT** shift timing!

(6) .080" / 2.03mm	Minimum 0.017" / 0.43mm Maximum 0.028" / 0.71mm
(7) .065" / 1.65mm	Minimum 0.022" / 0.55mm Maximum 0.035" / 0.88mm

You **MUST** consider and compensate for overall stack wave height and piston travel!

### Difference between Flat and Waved Friction Plates



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## “Modern OEM Friction Technology Applied to a 35-year Long Durability Challenge”

### HOW & WHY IT WORKS!

1. Waved frictions were originally designed over fifty years ago to cushion apply feel and reduce/eliminate bumpy shifts and/or engagements.
2. Modern vehicles often utilize wave technology for improved fuel mileage, by helping reduce parasitic drag.
3. When the clutch pack is not applied, flat frictions are susceptible to touching the mating plates in the same clutch pack while spinning at thousands of RPM in the opposite direction.

When this dragging occurs less power makes it to the wheels, the fuel economy is less efficient, and excess heat builds in the pack prior to shift apply. This leads to premature burning of the friction material and shortens the life of the clutch pack.

4. In the same scenario, waved friction plates allow flowing ATF to easily escape on both sides of the plates unlike their flat friction plate counterparts. This offers the benefits of cooling the clutch surfaces and also helps to keep the friction and steel clutches separated - minimizing drag torque substantially, increasing fuel mileage and allowing more power to reach the ground.
5. Waved technology has now been applied in a long-familiar situation: premature burning of the 3-4 clutch pack in the 4L60/4L60E family. 18 months of durability testing has proven this design virtually eliminates failures caused by excessive heat generated by parasitic drag.

