

SERVICE BULLETIN



M-894

September 7, 1984

PRODUCTION CHANGES ON XL TRANSMISSION COVER AND ALTERNATOR STATOR MOUNTING

On XL model vehicles, starting with crankcase #785 208 001, manufactured after July 26, 1984, there have been several improvements on the method of retaining the mainshaft fourth gear/bearing assembly and the means of attaching the alternator stator to the transmission access cover. The mainshaft fourth gear/bearing assembly is now retained between a shoulder within the transmission cover bore, at one side, and a retaining ring at the opposite side. The beveled retaining ring is installed with the beveled side facing the transmission and the flat side next to the bearing.

The stator (5) is now attached directly to the door (1) by four torx locking screws (2). The torx screws are installed to a torque value of 30-40 in-lbs.

NOTE

Those alternator stators with eight mounting holes must utilize the proper holes as indicated in Figure 2. This will prevent possible chafing of the stator wire leads.

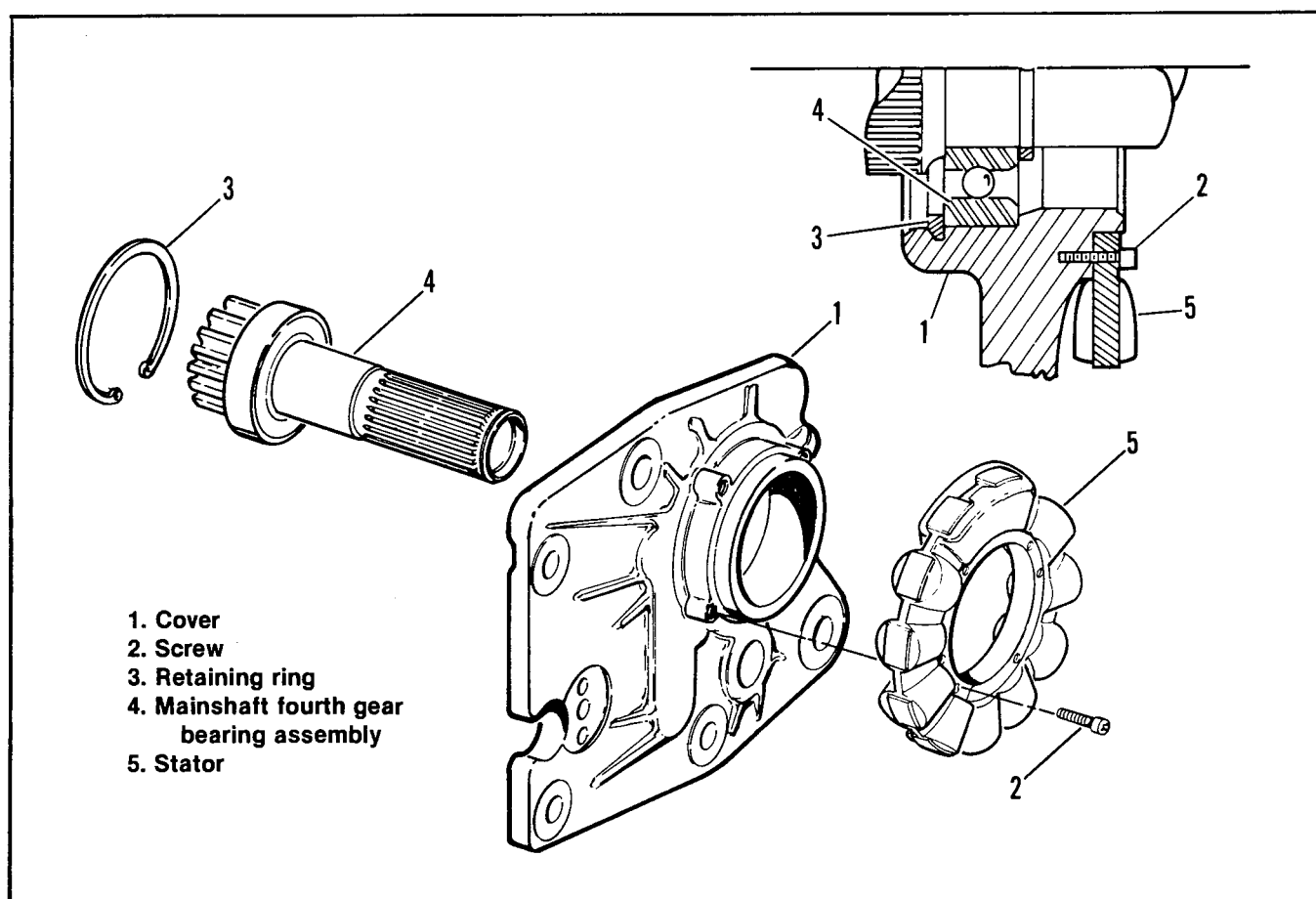


Figure 1. Transmission Cover Assembly

ROUTING:	SERVICE MANAGER	SALES MANAGER	PARTS MANAGER	CHIEF MECHANIC	MECHANIC NO. 1	MECHANIC NO. 2	MECHANIC NO. 3	MECHANIC NO. 4	RETURN THIS TO:
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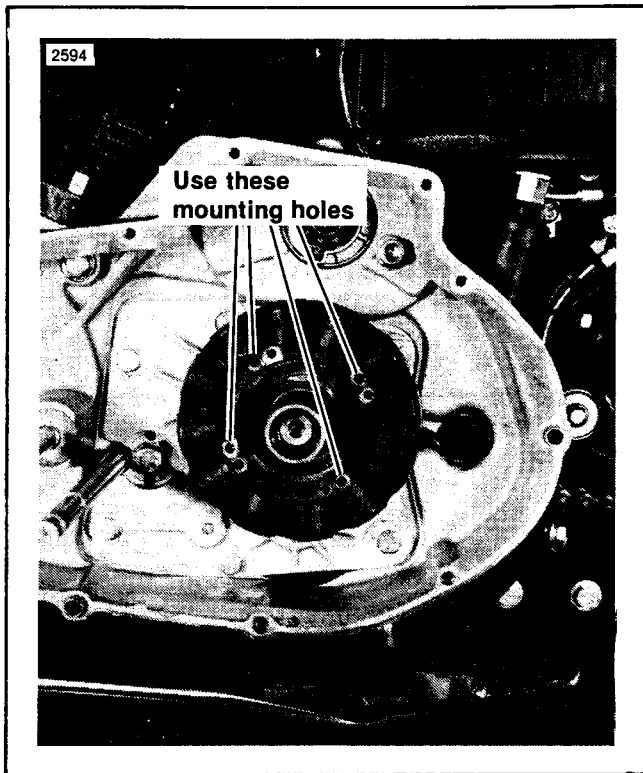


Figure 2. Stator Mounting Holes

NOTE

The torx screws contain a locking compound in pellet form on the threads. When the screw is started, the pellet breaks releasing the compound. As a result, the screws cannot be reused.

The screws are removed or installed by using a T-27 Torx 1/4 in. drive adaptor available from most tool suppliers.

The new transmission cover parts are also retrofit service parts for all XL vehicles equipped with an alternator. The transmission cover, the retaining ring, Part No. 11006, and the four screws, Part No. 2712 can be obtained, complete with installation instructions by ordering TRANSMISSION COVER KIT, Part No. 34847-84. The transmission cover will not be sold separately.