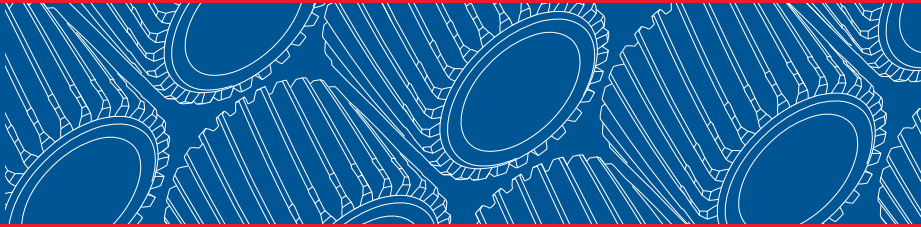




Allison
Transmission



Mechanic's Tips

**HT, HTB, CLT,
CLBT 700 Series
Electronic Control
Transmissions**

MT1958EN

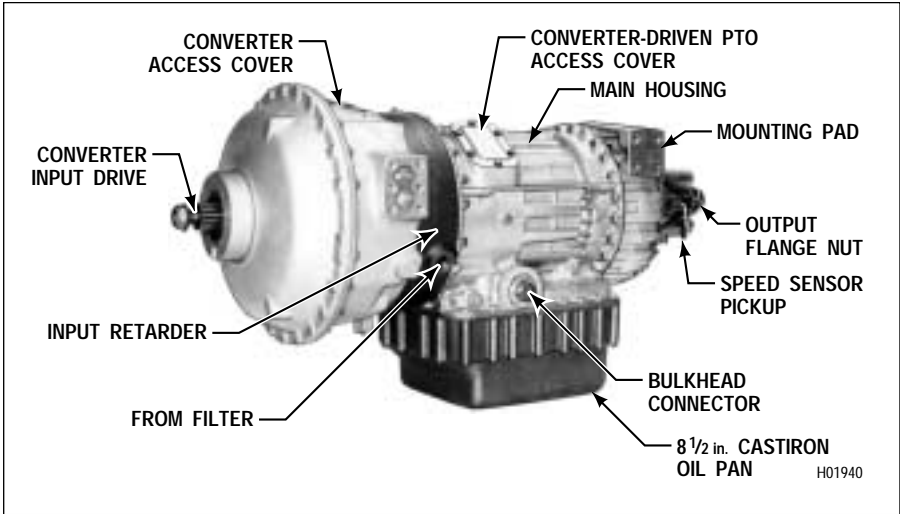
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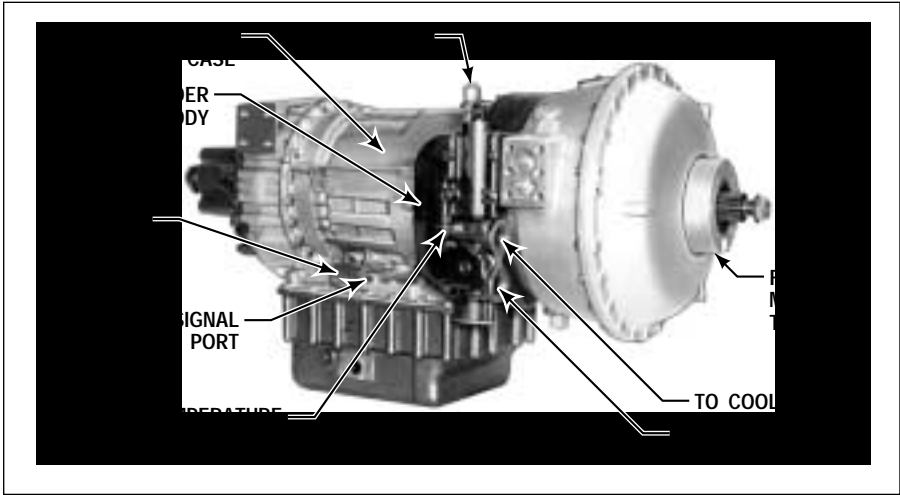


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Model CLBT 755 Transmission — Left-Front View



Model CLBT 755 Transmission — Right-Front View

- The auxiliary filter must have at least a 40-micron filter element or finer and a maximum filter pressure drop of 2 psi (14 kPa) at 15 gpm (57 liters/minute) at 180°F (82°C). The maximum external circuit pressure drop must not exceed 30 psi (207 kPa) at 15 gpm (57 liters/minute) at operating temperature, in **D** (Drive) at full throttle stall.
- The following auxiliary filters are recommended:

Table 1–6. Auxiliary Filter Recommendations

Filter Assembly	Filter Element
Allison 29510921*	Allison 29510918*
AC PM 13-16	PF 897
AC PM 16-1	PF141
FX 11583	HF6520
Fram HP 1-1	HP 1 or AC HD 222
Purolator OF-15C-1	OF-2C-1
Purolator 20-10	PER-20
* High-efficiency filter and element are available from your authorized Allison distributor. Ref: SIL 12-TR-93 (latest revision)	

1–12. BREATHER

a. Location and Purpose. The breather is located on top of the transmission housing. The breather prevents air pressure buildup within the transmission and its passage must be kept clean and open.

b. Maintenance. The amount of dust and dirt encountered will determine the frequency of breather cleaning. Use care when cleaning the transmission. **DO NOT SPRAY STEAM, WATER, OR CLEANING SOLUTION DIRECTLY AT THE BREATHER.** Spraying steam, water, or cleaning solution directly at the breather can force the water or cleaning solution into the transmission.

c. Replacement. Always use a wrench of the proper size to remove or replace the breather. Pliers or a pipe wrench can crush or damage the stem and produce metal chips which could enter the transmission. Tighten the breather to 9–12 lb ft (12–16 N·m).

1–13. TRANSMISSION STALL TEST AND NEUTRAL COOL-DOWN CHECK



WARNING: When conducting a transmission stall test, the vehicle must be prevented from moving. Apply the parking brake and service brakes and block the vehicle securely. Warn personnel to keep clear of the vehicle and its travel path. Failure to do so can cause serious injury.

4-2. CHECKING FLEXPATE DRIVE ASSEMBLY

- a. **Flexplate Inspection.** Inspect the flexplate for cracks, wear, distortion, and elongated bolt holes. Replace a damaged part.
- b. **Engine Crankshaft End Play.** Ensure that the crankshaft end play is within the engine manufacturer's specifications.
- c. **Flexplate Assembly Installation.** Install the flexplate onto the engine crankshaft hub using the bolts and torque values specified for that engine.

4-3. CHECKING INPUT DRIVE COMPONENTS (REMOTE-MOUNTED TRANSMISSIONS)

- Inspect shaft condition. The shaft must not be dented or bent. Welds must be sound.
- Remove any accumulation of grease and dirt.
- Inspect universal joints, yokes, coupling flanges, and slip-joint splines for wear or damage.
- Lubricate universal joints and slip-joints using the vehicle manufacturer's recommended lubricants.



NOTE:

Misindexing of driveline can cause failure of the transmission.

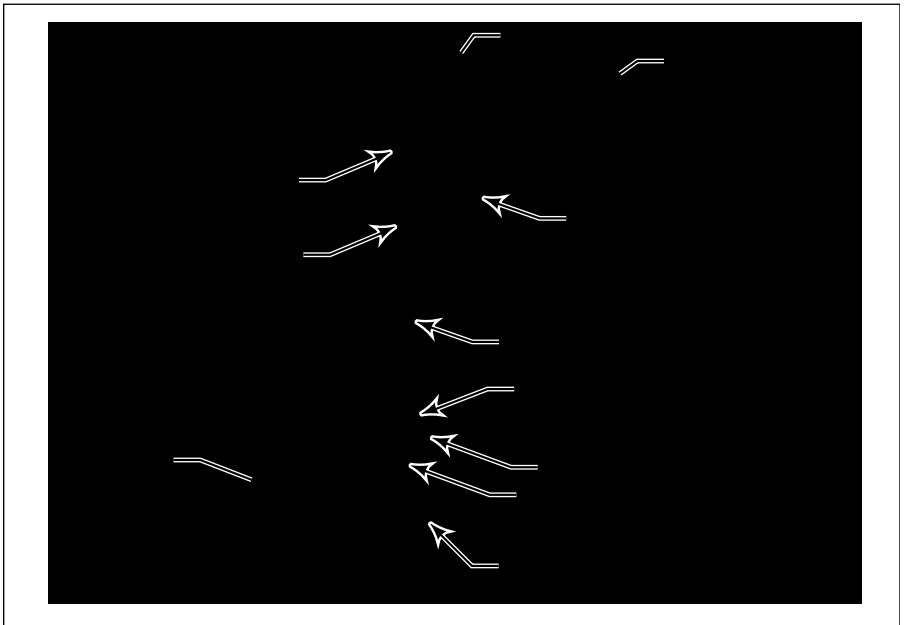


Figure 4-1. Typical Method Of Coupling Transmission To Engine

5-9. CONNECTING PARKING BRAKE CONTROL

- Connect and properly adjust the parking brake linkage.
- Adjust the brake shoe-to-drum clearance as specified by the manufacturer.

5-10. CONNECTING COOLER, FILTER

Figure 5-1 shows typical cooler and filter line locations.

- Be sure that the hydraulic lines are of the proper size and type recommended. Use new O-ring seals where required.
- Secure the filler tube bracket(s) as required.
- Connect the hydraulic lines to the transmission and to the cooler and external filter, checking to see that the lines are clean and unobstructed.
- Tighten the line fittings at the transmission to the torque values shown on Figure 5-1.
- Check for sharp bends, kinks, twists and for contact with components that will chafe or collapse the oil lines.
- Check to ensure that the hydraulic lines are not in close proximity to manifolds or exhaust pipes. Excessive heat will hasten the deterioration of hydraulic lines.

5-11. INSTALLING AUXILIARY FILTER

It is recommended that an auxiliary filter be installed in the cooler-circuit following cleanup. The auxiliary filter must have a 40 micron (max) filter element and a maximum filter pressure drop of 2 psi (13 kPa) at 15 gpm (57 liters/minute) at 180° F (82° C). The maximum cooler circuit pressure drop must not exceed 30 psi (206 kPa) at 15 gpm (57 liters/minute) at operating temperature and full throttle stall.

- Install the auxiliary filter.

5-12. CONNECTING SPEEDOMETER DRIVE



NOTE:

An electronic speed signal is provided by the ECU to operate an electronic speedometer. The mechanical speedometer driven gear assembly is required only if the vehicle is equipped with a mechanical speedometer.

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