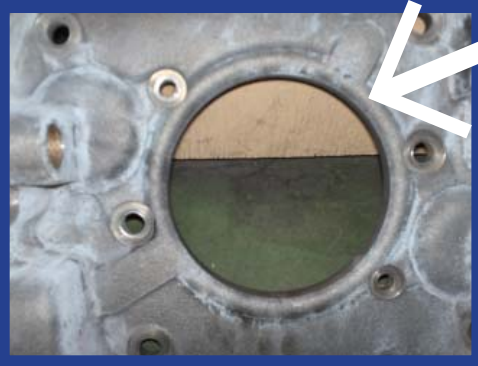


Halo Versus Non-Halo



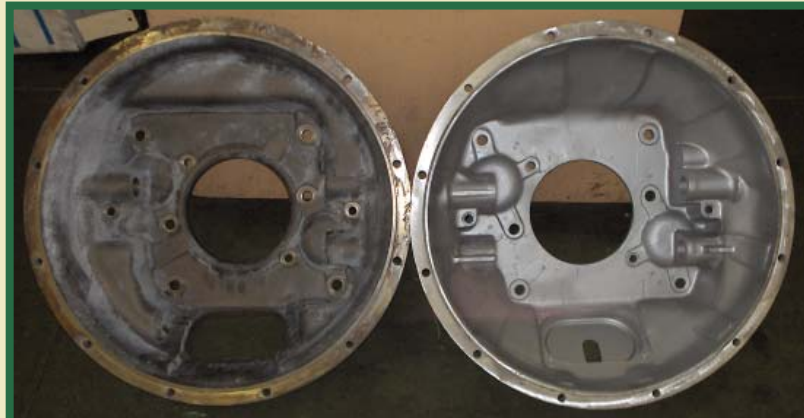
Front of Bell Housing has raised groove



Front of Bell Housing is flat



Back of Bell Housing has groove for oil tubes



Note:

On some late transmissions, we have seen Bell Housings with a raised groove in the front, but not machined in the back for Halo System.



Back of Bell Housing is flat

Bulletin Number **TPMB-0102 (Revision 3/4/2003)**

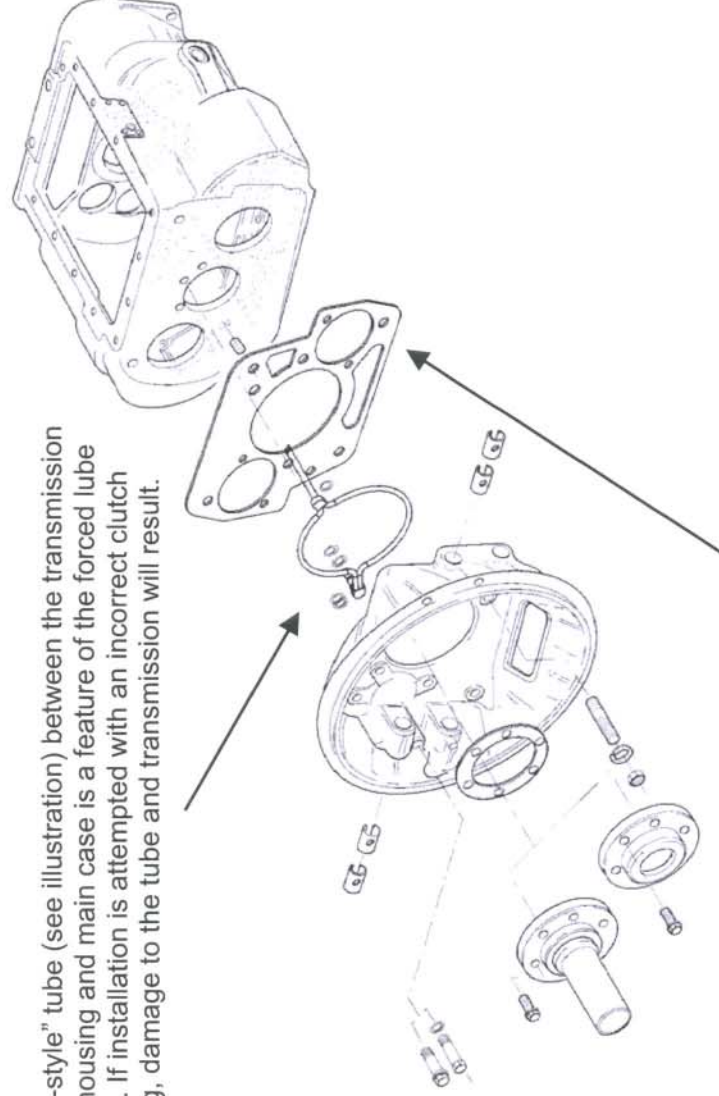
Date **1/25/2001**

Topic **Forced Lube System – Clutch Housing Information**

An internal forced lube system has been added as a running change to Eaton[®] Fuller[®] 13 and 18-speed transmissions rated for applications at and above 1650 lbs.-ft.

Important note: If you are replacing a transmission that was not originally produced with the internal forced lube system, you will be unable to reuse the original clutch housing. A clutch housing that is not machined to accommodate the forced lube assembly cannot be installed on a transmission with this feature.

A “halo-style” tube (see illustration) between the transmission clutch housing and main case is a feature of the forced lube system. If installation is attempted with an incorrect clutch housing, damage to the tube and transmission will result.



Note: The correct clutch housing gasket, 4304815 must be used with the forced lube system. The gasket must be in place **before** installing the lube tube assembly with the beaded side facing towards the transmission case.

Following are models affected by the changeover to the forced lube system and production timing for the change. Transmissions built prior to the changeover will require a clutch housing change to accommodate the lube system.

Transmission Model

RTL0/F-20918
RTL0/F-18918
RTL0/F-18913
RTL0/F-16918
RTL0/F-16913

Production Changeover

September 2000
November 2000
November 2000
November 2000
November 2000

Serial Number Cut-In

S0138112
S0148540/T0192796
S0148540/T0192796
S0148540/T0192796
S0148540/T0192796