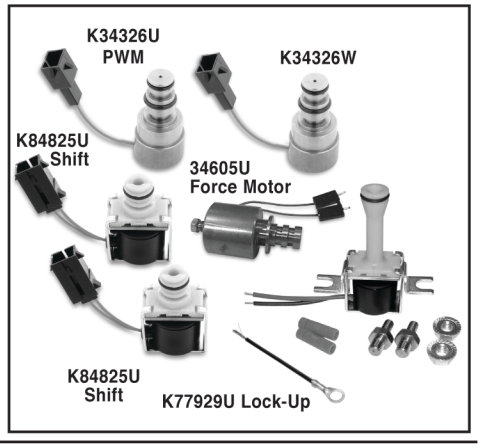
ELECTRICAL COMPONENTS

INSTALLATION INSTRUCTIONS

MS 4L60E

Master Solenoid Kit

'93-'95



IMPORTANT: The only difference between 4L60E & 4L60E '96 early and late Master Kits is the 3-2 downshift control solenoid.
- **Early is 9-14 ohms (two red wires).**
- **Late is 20-31 ohms (red and white wires).**

1. Remove the connector ends from the solenoid. **DO NOT** cut the wires. Label each plug so as not to confuse the shift solenoids on the rear of the transmission. Remove the transmission filter exposing the clip bolt on the force motor solenoid, the two bolts retaining the lock-up solenoids and the U-shaped retaining clips for the shifts solenoids and PWM solenoids. Remove the solenoids from the transmission, as shown in **Figure 1.** The only solenoid that requires you to cut the wires is the lock-up solenoid.The wires should be cut as close to the old solenoid as possible.

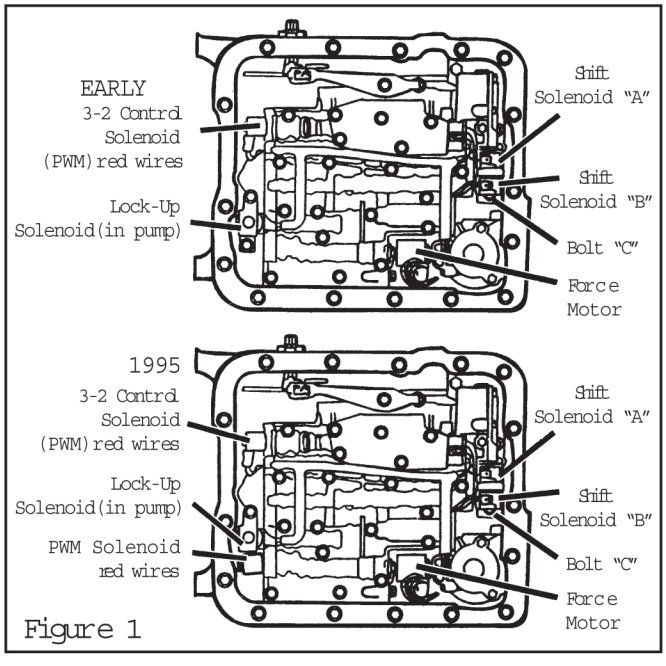


Figure 1

2. To Install: It is suggested that bolt "C" be replaced with the torx bolt from the kit to avoid a possible clearance problem **(Figure1).** Reconnect the PWM and Shifts. Install the solenoids in the positions as shown in **Figure 2.** The shift solenoids are held in place with a U-clip that must be inserted from below, in a journal in the valve body while the solenoid is held in place. The force motor solenoid is installed with a retaining clip and a 10 mm bolt.The PWM is the most difficult to install, because it is held in place with a U-clip that must be inserted from below into the journal in the valve body. Tighten all bolts according to normal OEM specifications.

Both A and B shift solenoids are the same. The PWM & the 3-2 PWM are also the same **(Figure 1).**

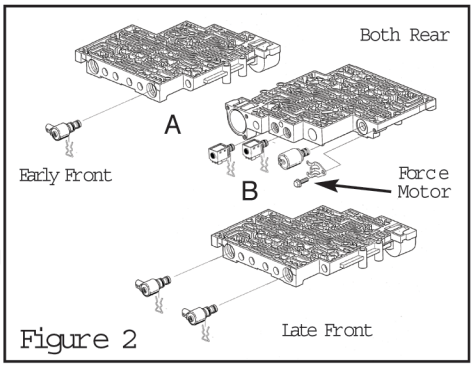


Figure 2

3. Reconnecting the solenoids. Connect the inner spade solenoid connector to the harness plug and then pull the outer cover connector over it until it clicks into the harness plug on the shift and PWM solenoids. Slide the spade ends into the harness plug with the plug latch sliding across the bridge turned away from the latch on the EPC solenoid. The lock up solenoid located in the pump is the only solenoid with a diode, which has to be wired for proper polarity; positive to positive & negative to negative**.**

4. The lock-up have Posi-Lock™ Connectors. Strip back lead wires cut from the old solenoid and cut original solenoid harness approximately 1/2" and twist braided wire to form a tight strand.Loosen the Posi-Lock™ Connectors. Insert the bare wire into the connector until it bottoms out.Tighten the connector. Repeat this procedure for all of the connections **(Figure 3).**

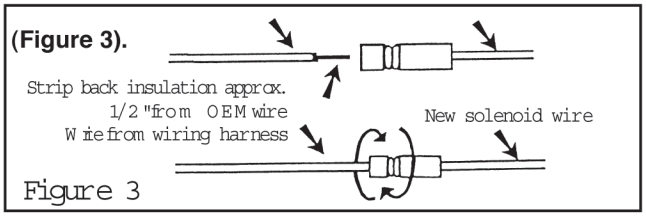


Figure 3

5. After driving the vehicle, you may make the shift firmer or softer by adjusting the force motor solenoid. Use a 3/8" & 5/8" wrench. **Caution:** Do not remove wrenches until adjustments are complete. With both wrenches on the adjuster and lock nut, hold 3/8" wrench still while breaking the 5/8" lock nut loose. Move the 3/8" adjuster one-sixth turn clockwise to increase the pressure or counterclockwise to decrease the pressure.

Line Pressure for 4L60E:

Gear Range	Line Pressure
Drive, Park or Neutral	70-189
Reverse	80-324

These are idle pressures to wide open throttle pressures.