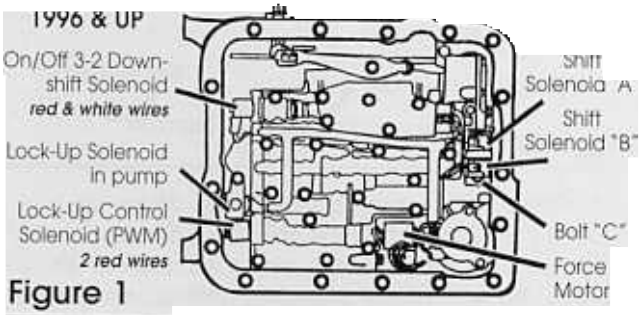


MS 4L60E 96 Master Solenoid Kit '96-Up

IMPORTANT: Because of the change in ohms of resistance in the K77926, this solenoid kit will work **ONLY** in '96-up vehicles. The only difference between 4L60E and 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).

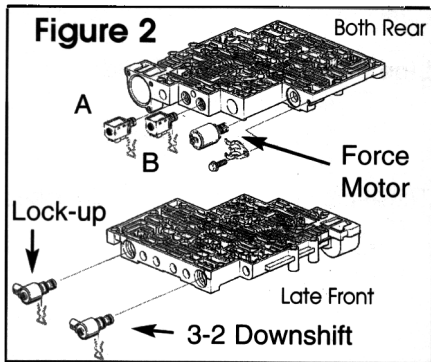


1. To Remove: Unplug the solenoids. Label each pair of wires, so as to not confuse the shift solenoids on the rear of the transmission. Remove the transmission filter exposing the clip and the bolt on the force motor solenoid, the two bolts retaining the lock-up solenoids, and the U-shaped retaining clips for the shift solenoids and PWM (or two PWMs on late model) solenoid. Cut the lock-up solenoid wires located in the pump as close to the solenoid as possible, and remove it from the pump. Do not cut the PWM and Shift connectors. Cut the wire connectors to the force motor solenoid as close as possible to the connector. Remove the solenoids from the transmission (**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 (**Figure 1**).

Reconnect the PWM and Shifts. Install the solenoids in the positions shown in **Figure 2**. The shift solenoids are held in place with a U-clip that must be removed from below, into 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 10mm 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 a journal in the valve body. Tighten all bolts according to normal OEM specifications. Both **A** and **B** shift

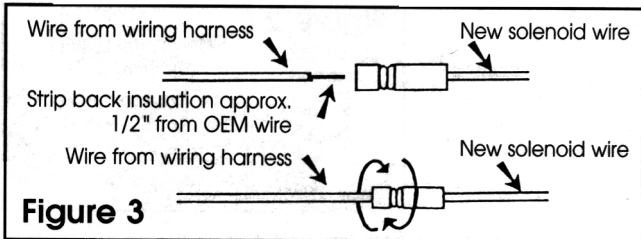


solenoids are the same. The PWM and the 3-2 PWM are also the same (**Figure 1**). **NOTE: Make sure shift solenoids A&B are pushed in all the way when installing U-clip.**

The 3-2 Downshift solenoid is installed in the same manner as the PWM. This solenoid is identified by red and white wires. Install nearest to the manual valve (**Figure 1**). Tighten all bolts according to OEM specifications.

3. The wire pairs must be reconnected to the correct solenoid position. The lock-up solenoid located in the pump is the only solenoid with a diode. It must be wired for proper polarity; positive to positive and negative to negative. Both A and B shift solenoids are the same. The PWM and the 3-2 Downshift are different (**Figure 1**).

4. The lock-up and force motor solenoids have Posi-Lock™ Connectors. Strip back lead wires cut from the old solenoid and 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**).

5. After driving the vehicle, if you wish to make the shift firmer or softer, simply adjust the force motor solenoid using a 3/8" and 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 Pressures for 4L60E:

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

These are idle pressures to wide open throttle pressures.