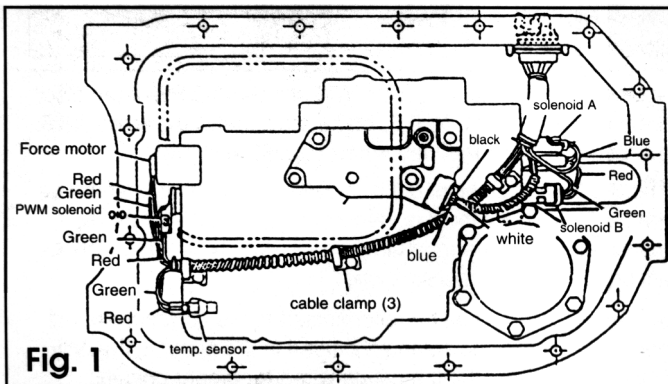


# MS 4L80E Master Solenoid Kit

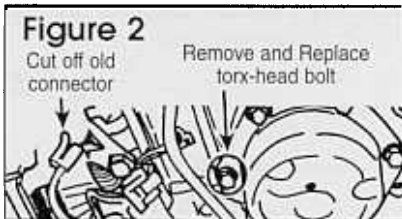


**NOTE:** There are no diodes in the OEM or Teckpak solenoids. Therefore, it does not make any difference which wire is attached to which side of the solenoid.

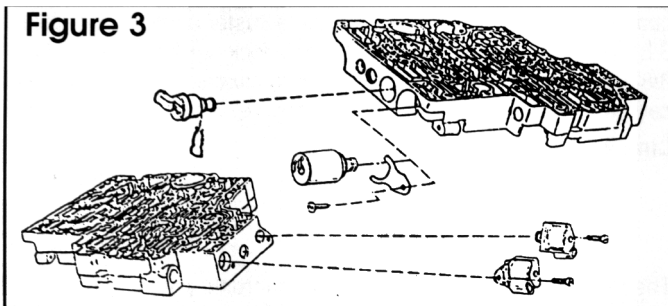


**1. To Remove:** Unplug the solenoids. Label each pair of wires on the harness so as to not confuse them. Remove the transmission filter, exposing the clip and the bolt on the force motor solenoid and the U-shaped retaining clip for the PWM solenoid. **Do not cut the PWM and Shift connectors.** Cut the wire connectors to the force motor solenoid as close as possible to the connector. Remove the force motor solenoid from the transmission (**Figure 1**).

**2.** When installing the shift solenoid in the B position, there is a clearance problem with one of the reverse servo bolts (**Figure 2**). Remove the bolt pictured that is directly under the B solenoid. Replace this bolt with the torx-head bolt furnished with the solenoid.

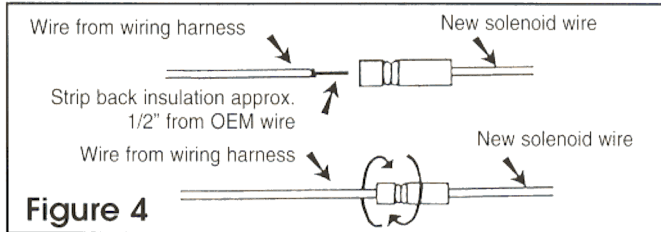


**3. To Install:** Install shift solenoids with wires at bottom pointing toward pan. Swivel bracket to align bolt hole. Reinstall the torx bolts (**Figure 3**), and reconnect harness to



solenoids. Install the force motor with the retaining clip and bolt. Install the U-clip, which must be inserted from below into a journal in the valve body. Tighten the bolts according to OEM specifications.

**4.** The force motor solenoid has a Posi-Lock™ Connector. 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 4**).



**5.** Adjusting the force motor solenoid. 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 4L80E:**

Gear Range	Line Pressure
Drive, Park or Neutral	70-171
Reverse	67-324

These are idle pressures to wide open throttle pressures.