

# INSTALLATION INSTRUCTIONS

## MS AODE Master Solenoid Kit FITS AODE/4R70W '92 - '94 (some '95)

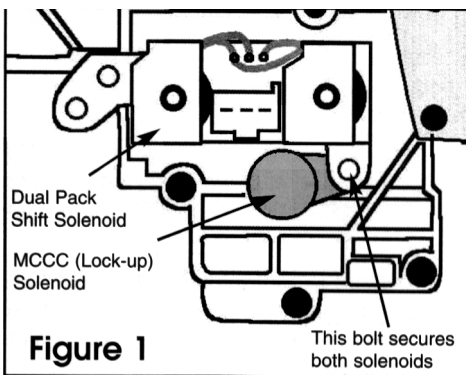


**NOTE:** Do Not reuse Retaining Bracket shown in Figure 4.

**CAUTION:** There are two types of solenoids, each having different resistance. To determine which ohms of resistance is required for the MCCC (lock-up), the most accurate method is to use a multimeter to insure the resistance of the original lock-up solenoid.

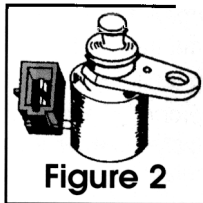
### AODE SHIFT SOLENOID DUAL PACK 76919 20 to 40 ohms AODE MCCC LOCK-UP SOLENOID 76918 1 to 3 ohms

**1. To Remove:** Remove the old dual shift solenoid by first unplugging the harness from the old solenoid. Remove the two bolts holding the old solenoid to the valve body. One of the bolts may secure



both the dual solenoid and the MCCC (Lock-up). Pull the dual solenoid directly out and discard. Remove the MCCC Lock-up Solenoid.

**2. To Install:** Insert the new Teckpak MCCC solenoid (Figure 2). Then, install the Dual Shift Solenoid into the valve body as shown in Figure 1. Tighten the bolts to specification. Plug the OEM harness connector into the center of the new Dual Shift solenoid, and connect the MCCC Lock-up solenoid.



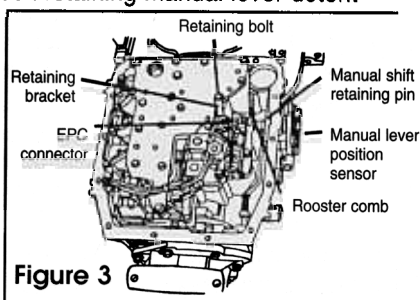
### AODE EPC 76923 2.48 to 5.66 ohms

**1. To Remove:** Remove two 8 mm bolts retaining manual lever position sensor (MLPS) to case. Remove MLPS from manual shaft (Figure 3).

**2.** Remove one 8mm bolt retaining manual lever detent spring and roller assembly to the valve body.

**3.** Remove manual shaft roll pin.

**4.** Using a 13/16" open-end wrench on the inner nut and a 12mm wrench on the manual shaft flats,

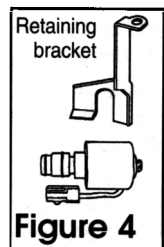


loosen the inner nut. Slide the manual shaft partially out of the case to complete removal of the inner nut.

**5.** Remove manual shaft, rooster comb, and park pawl rod from case.

**6.** Remove one 8mm bolt holding the EPC (Electronic Pressure Control) Solenoid Bracket and discard OEM retaining bracket. Disconnect EPC wires and remove solenoid.

**7. To Install:** Before attempting to install the EPC solenoid grease the snout to prevent O-rings from rolling off. Install EPC with Teckpak's retaining bracket (Figure 4). Reuse the OEM bolt. Connect vehicle wiring harness to the new 76923 EPC Solenoid.



**8.** Reinstall manual shaft and rooster comb with park pawl rod in the case. Install inner nut on manual shaft. Using a 13/16" open-end wrench, tighten the inner nut while holding the manual shaft with a 1mm wrench.

**9.** Make sure the manual valve and the rooster comb are properly lined up, and install the manual shaft retaining pin. Install manual lever detent spring and roller with one 8mm retaining bolt.

**10.** Install MLPS and adjust according to the manufacturer's specifications.

**11.** Test drive the vehicle to perform shift test.

**12.** Adjust 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 Pressure:

|          |                                    |
|----------|------------------------------------|
| 50-75:   | P, D, N (closed throttle position) |
| 80-120:  | Reverse (closed throttle position) |
| 160-210: | P, D, N (open throttle position)   |
| 220-280: | Reverse (open throttle position)   |

If you experience high line pressure in "PARK", O-ring may have rolled during installation. An extra O-ring is provided for a second attempt. Please grease the snout. High line pressure problems can also occur when using the OEM bracket.