

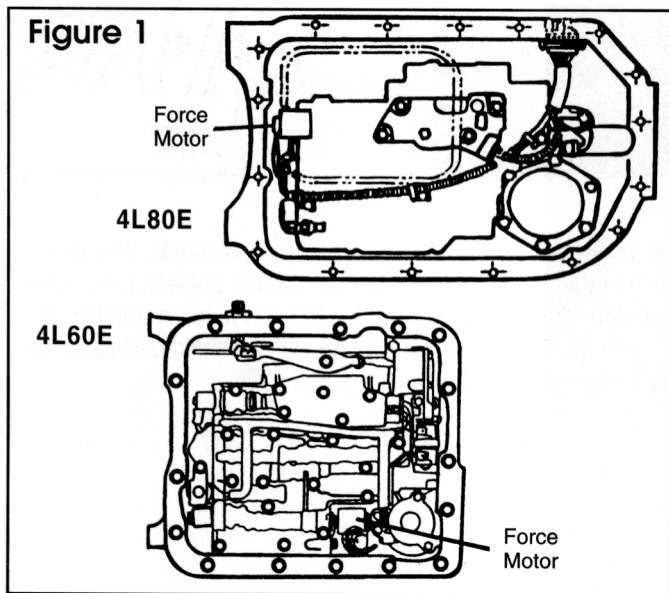
GM (FORCE MOTOR) EPC SOLENOID for 4L30E, 4L60E & 4L80E



34605U 3.5 to 4.66 ohms

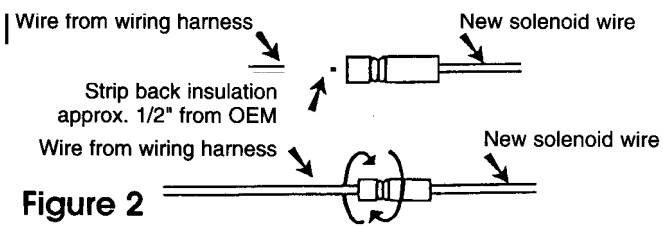
NOTE: There are no diodes in these solenoids, and polarity is not important. It makes no difference which wire is attached to which side of the solenoid.

1. Cut the OEM solenoid connector ends from the wiring harness as close as possible to the plug. Remove the retaining clip. Pull the solenoid from the valve body (Figure 1).

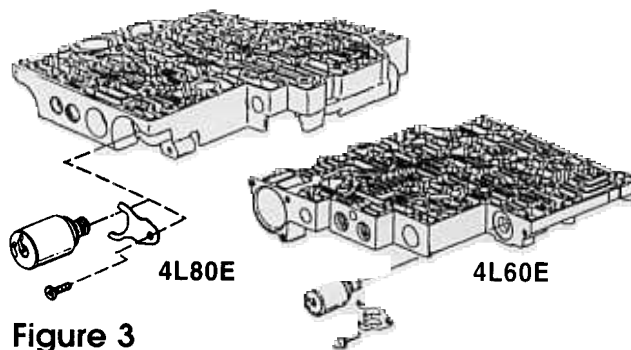


2. Strip back the insulation approximately 1/2" from each wire cut from the wiring harness. Twist the braided wire to form a tight strand (Figure 2). Loosen the Posi-Lock™ Connectors. Insert the bare wire into the connector until it bottoms out. Tighten the connector. Repeat this procedure for all of the connections.

3. When reconnecting the solenoids, polarity is not a critical issue. Connect the solenoid with the Posi-Lock™ terminal to the OEM harness.



4. To install the force motor, use the original retaining bolt and clip. Tighten the bolts according to normal OEM specifications (Figure 3). Reinstall the filter.



5. Test drive the vehicle to perform shift test. After driving the vehicle, it may be necessary to make the shift firmer or softer. To accomplish this, adjust the force motor solenoid. You will need a 3/8" and 5/8" wrench.

Caution: Do not remove wrenches until adjustments are complete.

With one wrench on the adjuster and one on the lock nut, hold the 3/8" wrench still while breaking the 5/8" lock nut loose. Move the 3/8" adjuster one-sixth turn. To increase the pressure, turn clockwise. To decrease the pressure, turn counterclockwise. While still holding the 3/8" adjuster, tighten the 5/8" lock nut.

Line Pressures FOR 4L60E:

Gear Range	Line Pressure
Drive, Park or Neutral	50-189
Reverse	67-324

Line Pressures FOR 4L80E:

Gear Range	Line Pressure
Drive, Park or Neutral	50-171
Reverse	67-324

These are idle pressures to wide open throttle pressures.