

700R4 - 4L60E & 4L60 2wd & 4wd

Quick Installing Guidelines

4L60P1

- # 1 reason for failure is the T.V. not set up properly.
- # 2 problem is bad driveshaft U-Joints.
- # 3 problem is computer not sending ground for TCC or lockup converter to apply.

- 1) Setting T.V. correctly.
 - a) With a gauge. - for complete instructions see back side of this page.
 - i) The main line tap is on the drivers' side of the transmission (See picture on back page).
 - ii) You must set T.V. pressure at engine idle to 75-80 psi for passenger cars, and 80-85 psi for trucks. Pressure cannot fall below 68 psi at idle. With the gauge still connected, raise the engine rpm 200-300 rpm. You must have at least a 5 psi raise in pressure. If not, you must readjust your cable until you see this increase.
 - b) Without a gauge.
 - i) The preferred way is with a gauge. But if no gauge is available, then road test the vehicle; when it makes a 1-2 shift at around 10-15 mph, press the gas pedal to the floor and make sure it makes a 2-1 downshift.
 - ii) If it did not, adjust the T.V. cable so this will happen.

- 2) You must verify that the lockup torque converter is coming on when you are at 45mph or above. (The mile per hour is not that critical just that it is working) The best way to verify lockup is with a scanner is seeing the signal change on the scanner AND feeling it lockup when you are driving. To make sure lockup is working, cruise at a steady speed like 50 mph and then barely apply the brake pedal, you should feel the lockup converter release and you should see it on the scanner that it has changed the signal. Release the brake pedal and it should reapply the lockup converter. (If you do not have a scanner you can still do the drive test.) If there is no lockup then further testing is needed. (If you let it go without lockup working, the transmission will fail.)

- 3) Make sure cooler lines are good. These are older vehicles and lots of the cooler lines have been beat up. Replace as necessary.
- 4) Cooler in the radiator and/or external cooler must be flushed with a hot flush machine. If you cannot flush them, you must replace them.

- 5) Other items to check:
 - a) Both dowel pins are present in the correct locations
 - b) The flywheel needs to be checked for cracks.
 - c) Crank pilot will need to be cleaned of all debris.
 - d) Properly grease the crank pilot.
 - e) The driveshaft must be balanced and straight.
 - f) Yoke splines cannot be worn at all.
 - g) Check the integrity of the transmission mount itself.

- 6) Must fill transmission with supplied transmission fluid.
- 7) There should be a least 1\16" (1\8" preferred, 3\16" maximum) free play prior to converter bolt installation, this will allow for converter expansion, crankshaft end play, etc.