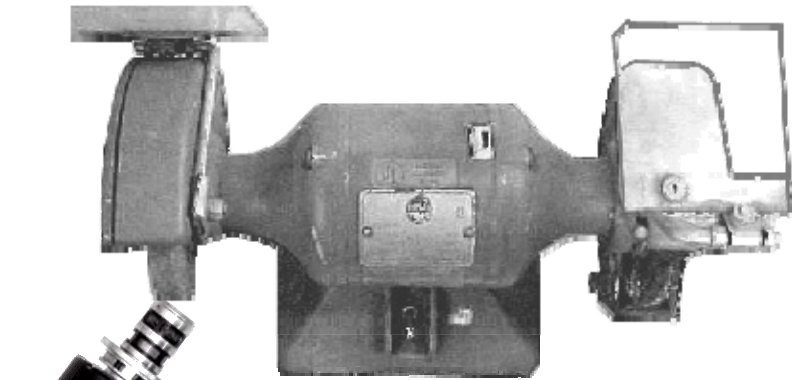
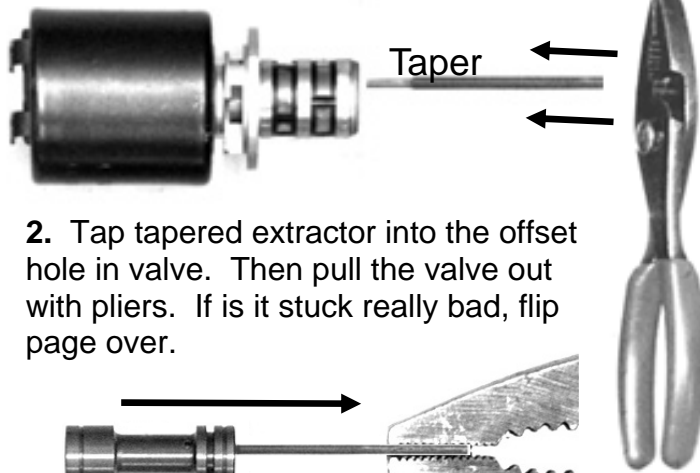


4L60E-SOL: Rebuild 4 Solenoids

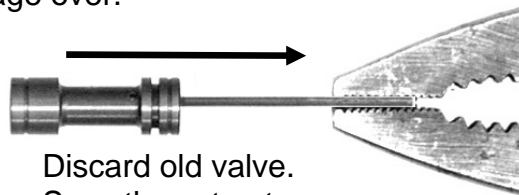
FIXED: Is worth 80% of new.



1. At about 30 degree angle rotate while grinding off swedge on end. The washer and spring will fall off, discard them.



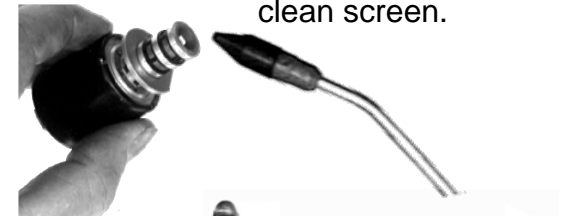
2. Tap tapered extractor into the offset hole in valve. Then pull the valve out with pliers. If is it stuck really bad, flip page over.



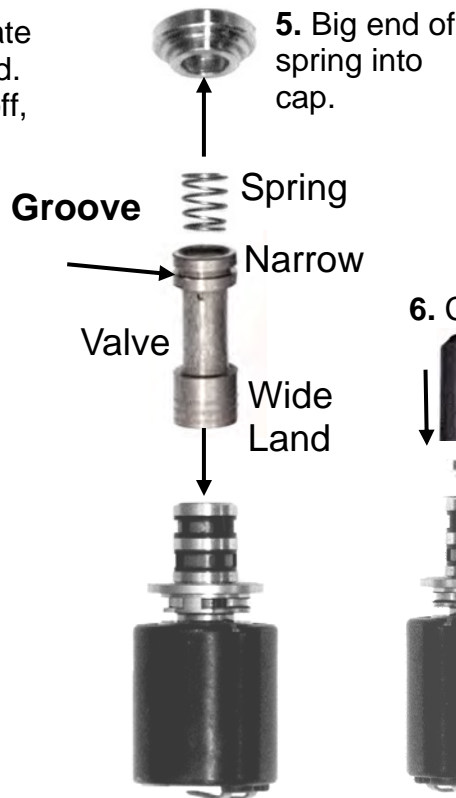
Discard old valve.
Save the extractor.



3. Spin solenoid onto reamer.
If tight use vise.
[Flip page over]



4. Blow on angle to clean screen.



5. Big end of spring into cap.

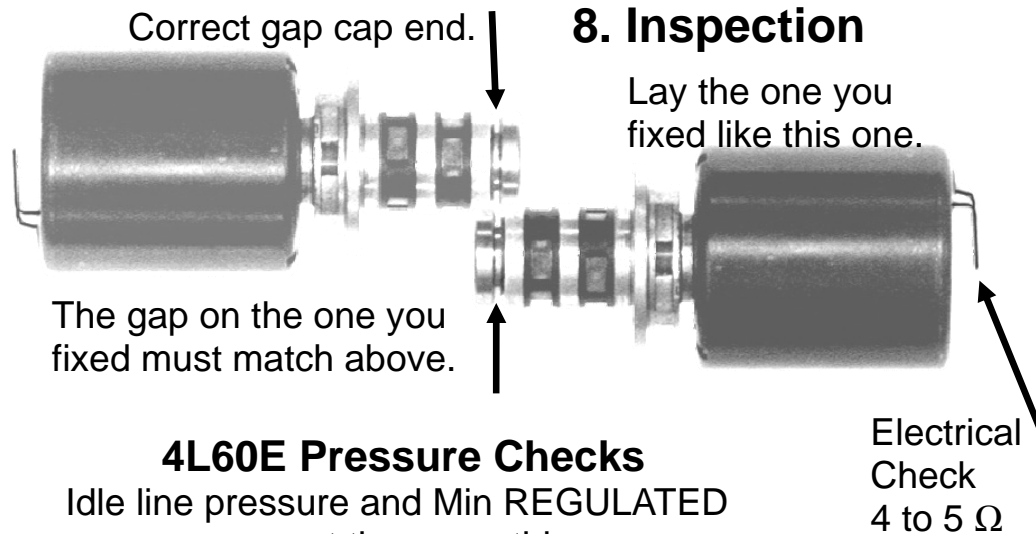
6. Cap Tool



7. Hold in hand.
Hit with hammer 3 times. That's it.
It's finished.
For Tech-OVER.



OVER



4L60E Pressure Checks

Idle line pressure and Min REGULATED pressure are not the same thing.

Idle pressure is often what the pump will produce at idle while min REGULATED pressure is what the controls are asking for with no throttle.

To get min REGULATED pressure: In "N" rev the engine to about 4,000 and side step the throttle. Where the gauge goes INSTANTLY while the engine is slowing down is MIN REGULATED pressure.

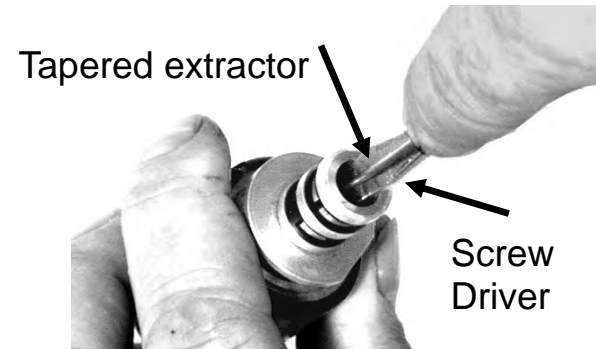
Worn Separator Plate?

TransGo tempered separator plates.

1996-02 order 4L6-Plt-96

1995 order 4L6-Plt-95

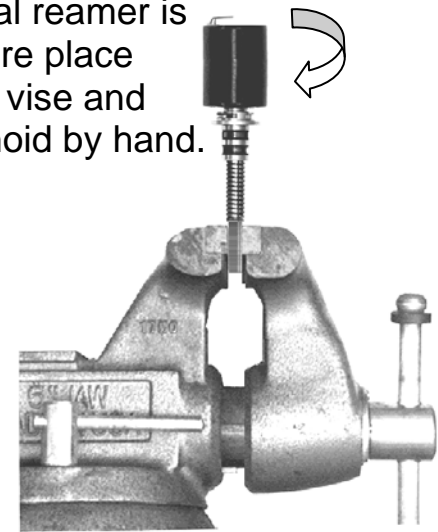
1993-94 order 4L6-Plt-94



Removing badly stuck valve

Tap extractor into offset hole with pliers. Insert screw driver into end of the valve

If the spiral reamer is tight in bore place reamer in vise and turn solenoid by hand.



Thanks for listening, Gil