

8L90-PDP-0S

Requires tool kit # 8L90-PDP-TKC

Fits all 8L45 and 8L90

Corrects/Prevents/Reduces

- Hot delay in reverse
- 2-3 upshift flare
- Coast downshift clunks
- TCC shudder still present after a flush and refill with Mobil 1™ LV ATF HP fluid

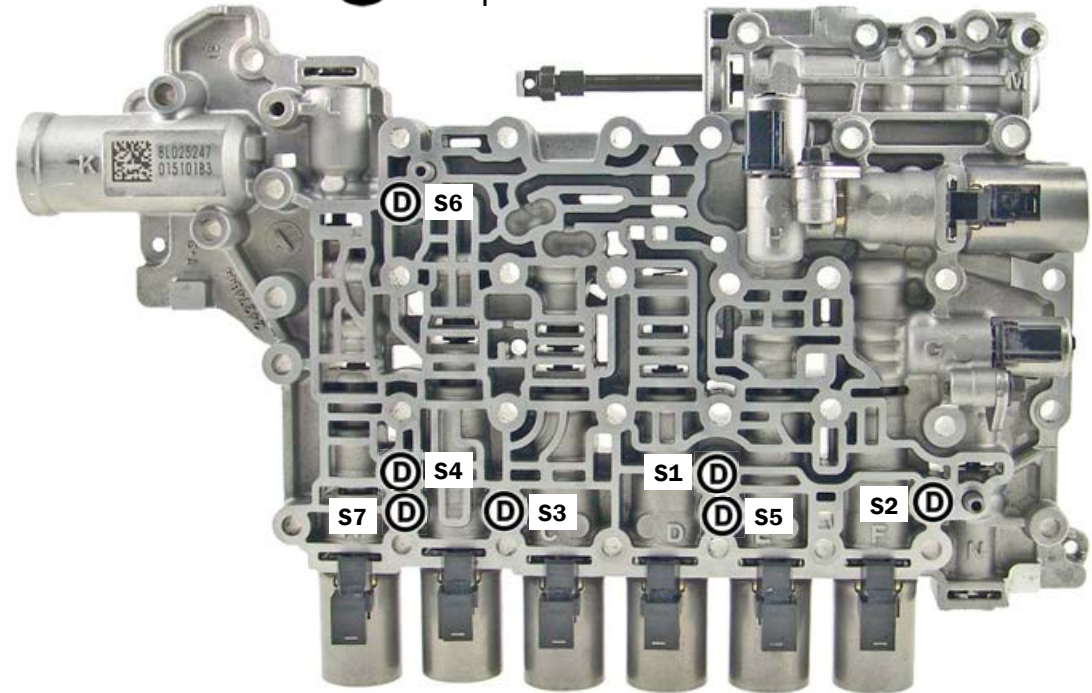
Even a slight wiggle can affect solenoid pressure to the controlling clutch regulator valves. Flare shifts, harsh shifts, or erratic shifts result from poor clutch control. It is essential to correct a worn solenoid damper bore to ensure a smooth solenoid signal to the clutch regulator it serves. The smoother the solenoid signal, the more consistent and cleaner the shifts and TCC will be.



Damper to clutch ID	
Solenoid	Clutch
S1	1,2,7,8,Rev
S2	1,2,3,4,5,Rev
S3	1,3,5,6,7
S4	2,3,4,6,8
S5	4,5,6,7,8,Rev
S6	EPC
S7	TCC



D Solenoid pulse damper locations



Listen up!

Once done with the installation, always clear all DTCs and adapts, then perform the relearn procedure using a capable scan tool. Follow the instructions provided by the tool. The procedure will not be completed or will abort if the fluid temperature is not within the correct range, if there are any codes, or if any other conditions listed in the procedure instructions are not met.

Next, conduct an extensive road test to allow for the fine-tuning of each shift. The transmission adapts best under normal driving conditions, so avoid extremely light or heavy-footed driving.

If one or more gear changes do not smooth out, verify that the transmission is at normal operating temperature and that there are no engine, transmission, traction control, or anti-lock DTCs. Numerous codes can cause the computer to pause adaptation. Finally, ensure the vehicle is neither low on fuel nor has a completely full tank. Adaptation may not occur if the fuel level is not between 1/4 and 3/4 of a tank.

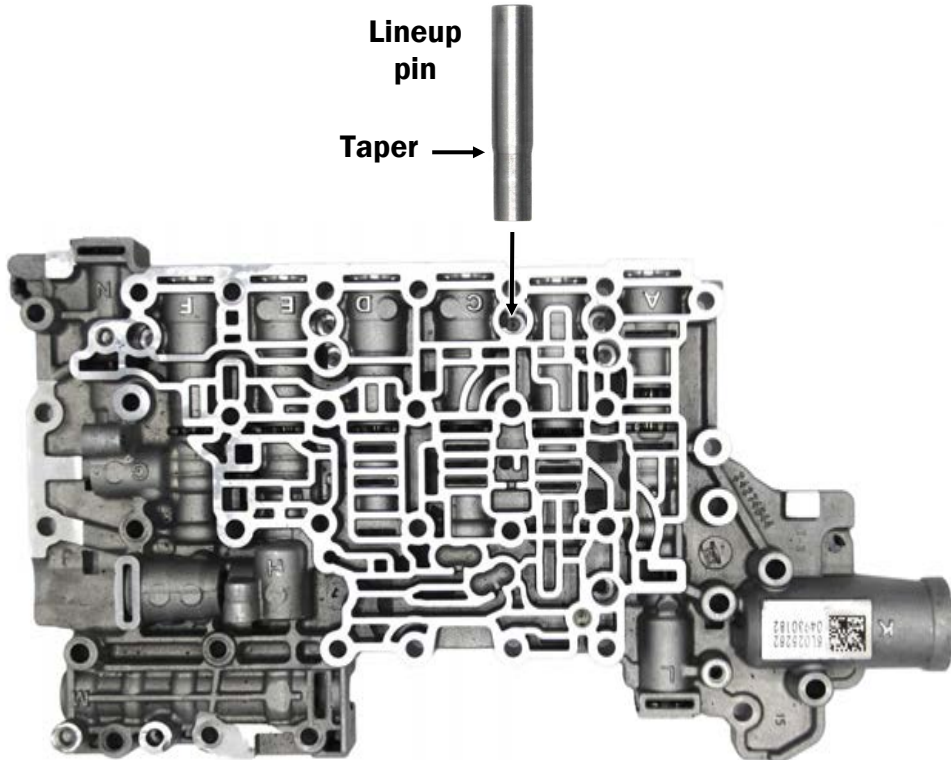
Listen up!

This **carbide reamer** is designed for extended tool life. It is extremely hard and highly resistant to wear; however, it is also very brittle and can chip easily if it comes into contact with other tools or surfaces. To protect it, always return it to its plastic sleeve after use.

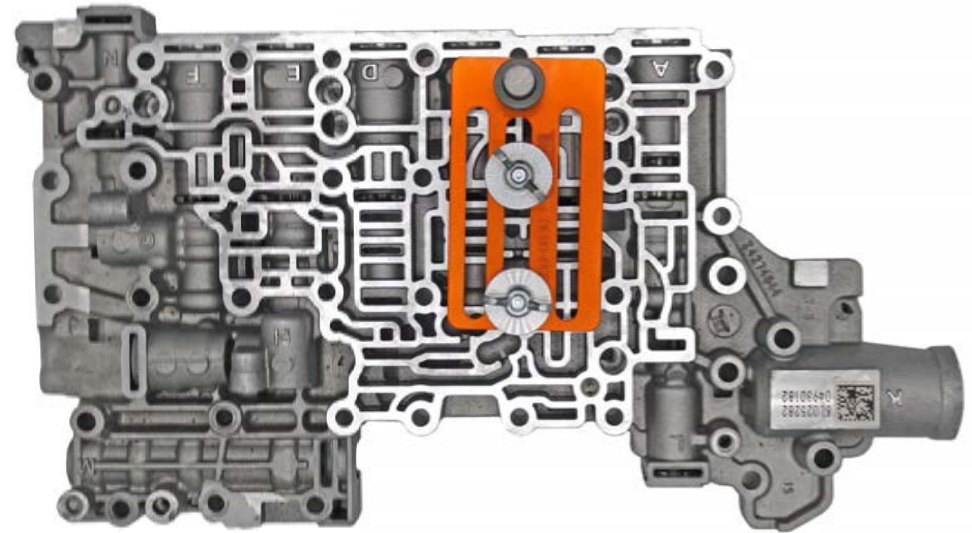
1. Install **threaded bushing** into **jig tool** on the side shown and tighten with pliers.



2. Install small end of **lineup pin** into the damper hole to be reamed. Push down **gently** until the **taper** tightens and centers pin in the worn hole.



3. Place **jig tool** with **bushing** over **lineup pin** and rotate jig until two bolt holes lineup in jig slots. **Always use** the thick **aluminum washers** on both sides to protect the valve body and Jig. Tighten down jig with supplied **bolts, thick washers and wing nuts**. Remove **lineup pin** and it is ready to ream.



4. Using lots of WD-40® and **low speed** on your favorite portable drill, let the reamer do the cutting until it bottoms in the bore. **Don't force the reamer**, bore finish and reamer life require a slow inward movement and lots of WD-40®.