

8L90-S4LATE-OS

Requires tool kit #8L90-S4LATE-TK



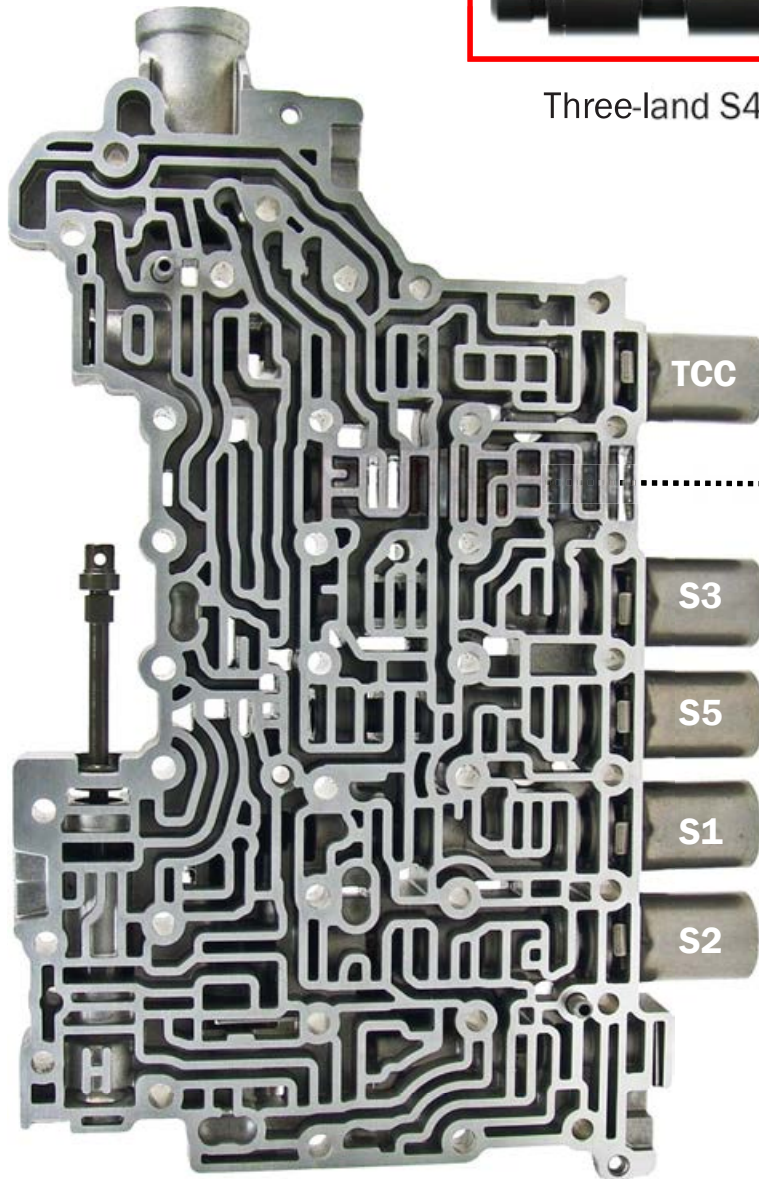
Note: This kit fits only the late style **two-land S4 valve**. If you have an earlier three-land style valve, use the drop in valve that comes with our SK 8L90 instead.



Three-land S4 valve



Two-land S4 valve



Spring



Two-land S4 valve



S4 Solenoid



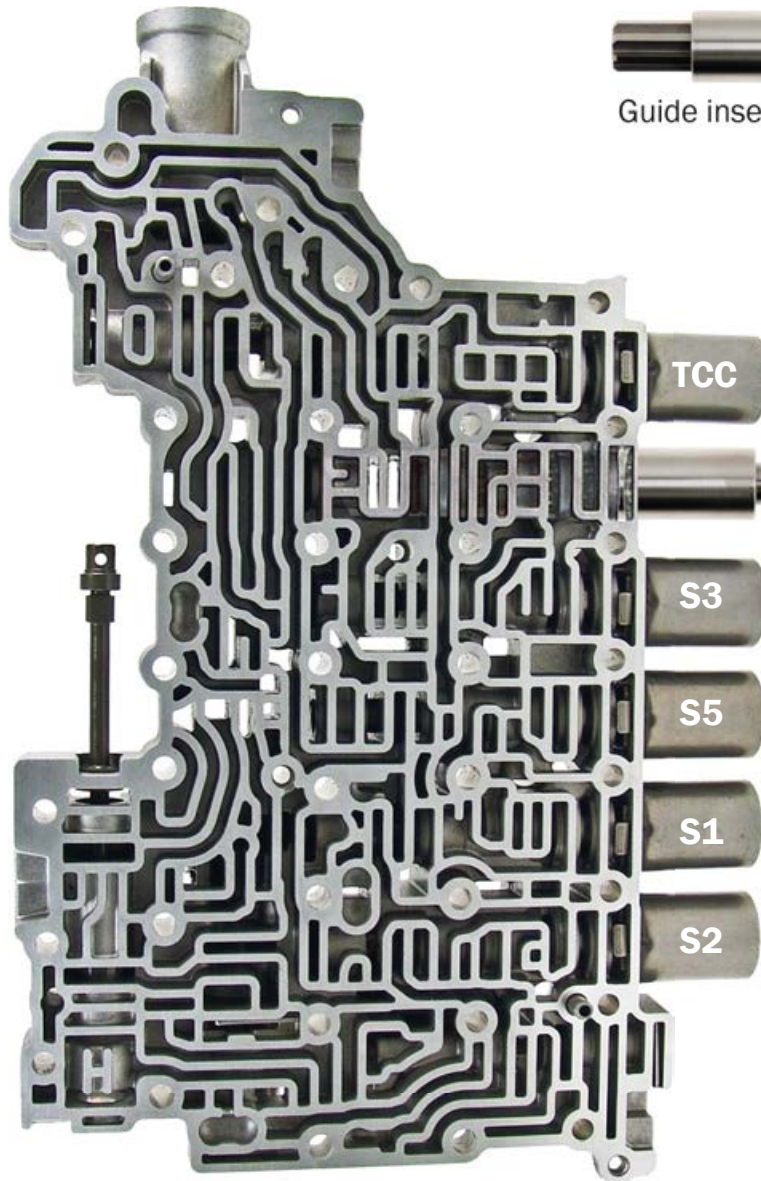
Retainer

1. Remove the retainer, S4 solenoid, S4 regulator valve and the spring. Identify the valve to ensure it is a **two-land valve**.

If it is a three-land valve, this is the wrong kit for your application. Use the drop-in valve from our SK-8L90 instead.

Once you have confirmed that it is indeed the correct valve, discard the valve and spring, but keep the solenoid and retainer for reassembly later.

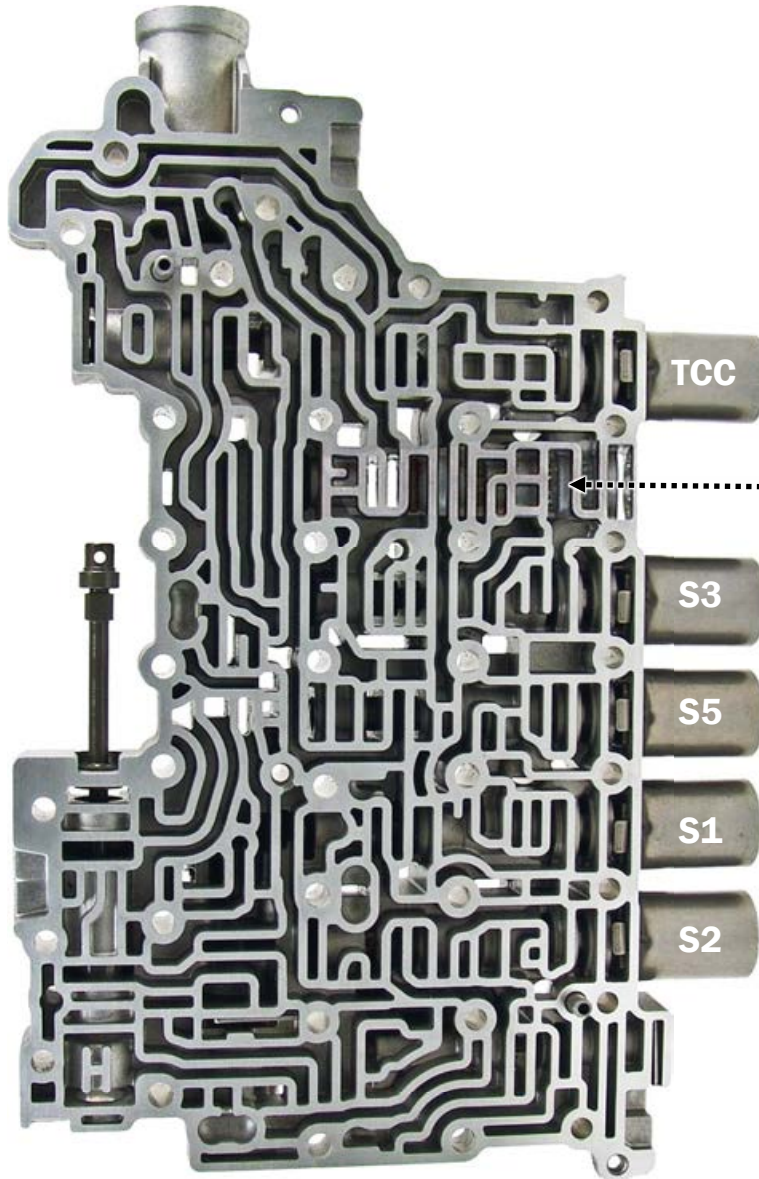
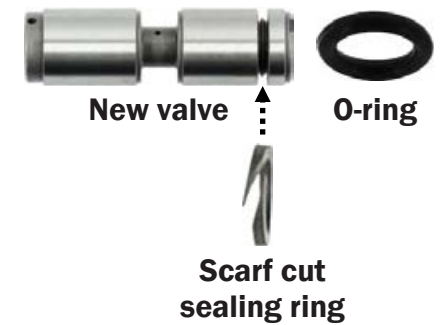
2. Slide the **reamer guide** on the reamer with the **large opening of the guide facing the reamer's flutes**. Slide the guide all the way until it bottoms out on the flutes area of the reamer.



3. Insert the reamer and guide assembled in the previous step into the S4 regulator valve bore. Using plenty of WD-40®, ream the bore using a hand drill at low speed and let the reamer do the cutting. Don't force it!

4. Remove the reamer and guide, thoroughly clean the valve body bore using solvent and compressed air. Insert the **new S4 regulator valve without the ring** in the bore, and make sure it goes in and out freely.

5. Insert assembly lube in the ring groove of the **new valve**. Next roll the **scarf cut sealing ring** into the groove. Lastly roll the **O-ring** on top of the sealing ring. Wait a few minutes, then remove the O-ring and the valve will now be ready to be installed in the valve body. For extra insurance, you can place the valve assembly with the O-ring on it in the freezer for 15 minutes, but it is not usually necessary.



6. Install the **new yellow spring**, **new S4 regulator valve with the ring**, original solenoid and the retainer in the valve body.

Listen up! Once the new valve is installed in its bore with the ring, removing the valve may damage the ring.



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.

Other **REPAIR SOLUTIONS** from **TRANSGO**



Everything needed to address the most common 8L45/8L90 complaints.

SHIFT KIT® Valve Body Repair Kit #SK 8L90

Fits 8L45, 8L90 2015-on

Corrects/Prevents/Reduces:

- TCC instability issues/overheated converter
- Secondary regulator circuit valve body worm track cracking
- Loss of converter feed
- Codes P0218 and P0741
- High line, harsh shifts
- Low line, soft slipping shifts
- Broken hard parts
- Low cooler flow

Includes:

- Drop-in PR and shuttle valve line-up
- Drop-in TCC regulator valve
- Drop-in S2, S3 and S4 regulator valves
- Oversize converter feed limit valve
- Oversize AFL valve

Requires: #AFL-G2-TK

Uses same toolkit as the 6-SPD GM/Ford GEN2 & GEN3 kits.

REQUIRED TOOL



#AFL-G2-TK

This universal tool kit features a high-speed steel reamer and three guides, specifically made to work with five of today's top-selling repair kits.



A quick and easy solution to repair worn 8L45/8L90 pulse damper (accumulator) bores.

Pulse Dampers (Accumulators) #8L90-PDP-OS

Fits 8L45, 8L90 2015-on

Features:

- Oversized accumulators include matching calibrated springs to maintain the same function as OE and repair higher mileage units with extreme bore wear
- Corrects/Prevents/Reduces:**
- Delayed reverse
 - TCC shudder still present after a flush and refill with Mobil 1 LV ATF HP Fluid
 - 2-3 upshift flare
 - Erratic shifts
 - Clunk on coast downshifts

Requires: #8L90-PDP-TKC



Pulse Damper Tool Kit with Carbide Reamer #8L90-PDP-TKC

Eliminates the need to purchase a new valve body!

ENGINEERED FOR PERFORMANCE.
DESIGNED FOR DURABILITY.

