



4L60E/4L65E/4L70E CHECK LIST

This is a Basic R&R reference only, if you should need further diagnosis assistance, please contact Technical Support at 1-800-303-4701

Help Reduce Failures by Following these Guidelines:

- ✓ Diagnose and repair all electronic and vehicle related concerns First.
- ✓ Check for calibrations and Technical Service Bulletins (TSB's).
- ✓ Compare Every Detail of New Unit and Torque Converter with your core before attempting installation.
- ✓ Flush and back flush cooler lines. If equipped with a cooler by pass valve, remove, disassemble clean and reinstall after flushing or replace with new.
- ✓ Inspect for kinked cooler lines.
- ✓ Fill unit with OEM approved ATF to recommended level before operation.
- ✓ Fix and clear all engine, ABS and U codes.
- ✓ Check and clean all grounds.
- ✓ Clean all Mass airflow sensors. Dirty MAF sensors can cause shift concerns and poor line rise.
- ✓ Check long term fuel trims.
- ✓ Reset all shift adapts.
- ✓ Shifts quick, check that the transfer case low switch is not shorted on.
- ✓ **CHECK FOR PARK, ON A SLIGHT HILL, MAKE SURE IT HOLDS.**

Fluid Type: Dexron IV

*After you fill, check the dipstick to make sure the fluid capacity has been met.

Failsafe Ranges (Limp Mode) Reverse, Manual 2nd and Manual 3rd

Tech Tips

- ALL 1996 truck/vans with underhood computers need AC Delco ground kit (part # 12167310)
- On 4L60E include NSBU harness repair kit part numbers, Connector - part # 12450016, small butt connectors part # 15305025, large butt connectors part # 15305887.

Checking Cooler Flow

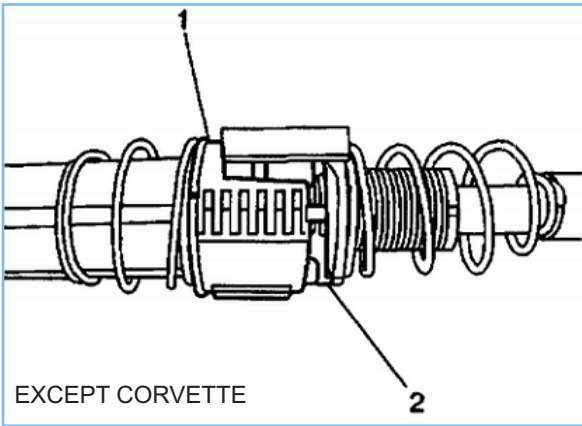
- Make sure to clear codes.
- Remove the check ball from the cooler line.
- Flush cooler and make sure the cooler flows at least a quart in 15 seconds.
- Cooler flow needs to be checked in neutral at 1000 RPM.
- Check torque converter bolts for proper length.
- Always check fluid level in neutral with E-brake applied.
- If vehicle has a cooler bypass valve, it must be removed, cleaned and or replaced.

MLPS



With an assistant in driver's seat, raise and support vehicle. The transmission must be in the Park or Neutral positions only. Loosen the Park/Neutral Position (PNP) switch retaining bolts and rotate the switch slightly, while assistant attempts to start engine. After engine starts, turn engine off. Tighten PNP switch bolts to specification. Ensure vehicle only starts in Park and Neutral.

Cable Adjustment



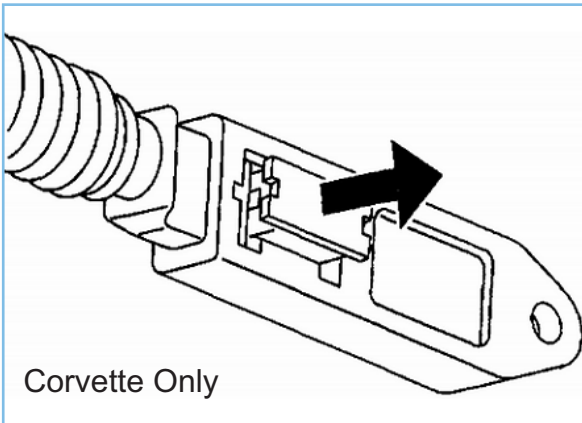
EXCEPT CORVETTE

1. Ensure that the column/center console shift lever and the transmission manual shaft lever are in the park position.
2. Raise the vehicle. Refer to Vehicle Lifting.
3. Pull back the white plastic cover (1) on the center connector.
4. Pull up on the center tabs of the lock button (2).

IMPORTANT

THIS STEP MUST BE PERFORMED CORRECTLY TO AVOID A MISADJUSTED CABLE. DO NOT GRASP THE SHIFT CABLE END DURING THIS PROCEDURE.

5. Release the shift cable end and allow the blue spring to tension/adjust the shift cable system.
6. Pull the white cover (1) on the shift cable end back.
7. Push the natural colored lock button (2) down to engage the locking teeth on the shift cable end.
8. Release the white cover (1).
9. Verify the white cover (1) conceals the natural colored lock (2).
10. If the white cover (1) does not conceal the natural colored lock (2), the shift cable must be readjusted.
11. Test the transmission for proper shift operation.
12. If all of the gear positions cannot be achieved, the shift cable must be readjusted.



Corvette Only

1. Raise and suitably support the vehicle. Refer to Vehicle Lift Points.
2. Shift the transmission into NEUTRAL.
3. Using a flat bladed screwdriver, carefully pry to release the transmission shift control cable adjustment lock.
4. Check to be sure that the transmission floor shift control is in the NEUTRAL detent position.
5. Check to be sure that the transmission is in the NEUTRAL detent position.
6. Press to secure the transmission shift control cable adjustment lock.
7. Lower the vehicle.

Troubleshooting

ISSUE	POSSIBLE CAUSES
No Move or Neutrals	Fluid level, transfer case
Failsafe	Codes present, electrical unplugged
Shifts are too hard to soft	Use scan tool to check engine sensor values in specs
Erratic and unstable line pressure	Bad ground connection from one printed circuit.