



5R55E CHECK LIST

This is a Basic R&R reference only, if you should need further diagnosis assistance, please contact Technical Support at 1-800-268-8930

Help Reduce Failures by Following these Guidelines:

- ✓ Diagnose and repair all electronic and vehicle related concerns First.
- ✓ 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 for calibrations and Technical Service Bulletins (TSB's).
- ✓ Check long term fuel trims.
- ✓ Compare Every Detail of New Unit and Torque Converter with your core before attempting installation.
- ✓ Inspect for kinked cooler lines.
- ✓ 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.
- ✓ Fill unit with OEM approved ATF to recommended level before operation.
- ✓ Perform the domestic relearn procedure.
- ✓ **CHECK FOR PARK, ON A SLIGHT HILL, MAKE SURE IT HOLDS.**
- ✓ Check fluid at 100°F.
- ✓ Perform a KAM reset.
- ✓ The PCM in this vehicle is adapted to the old clutch and band clearances. If not cleared, and relearned, then the replacement unit may have delayed engagements, flare or harsh shifts. Before touching POS battery cable to ground, make sure there are no devices such as a power amp, etc. which may have a battery. To clear the adaptation and brain dead the PCM, disconnect the positive battery cable, tie it to ground. Turn the ignition on, headlights on, step on the brake pedal. Let sit for 10 minutes, turn the ignition off and re connect the positive battery cable. Perform the USA test drive relearn procedure included.
- ✓ Check torque converter bolts for proper length.
- ✓ Always check fluid level in neutral with E-brake applied.

Fluid Type: Mercon V/Transfer Case (Mercon)

Failsafe Ranges (Limp Mode) Reverse, Manual 2nd and Manual 4th

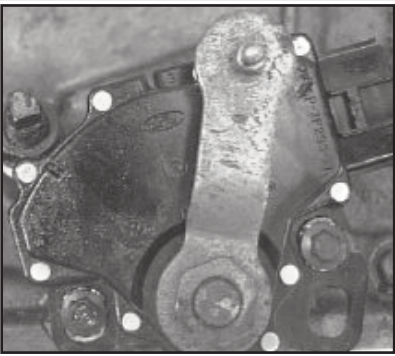
Tech Tips

- Make sure the solenoid connector is tightened fully.
- Delayed engagements or erratic shifts: Check cable adjustment. Check for latest PCM updates.

Checking Cooler Flow

- 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.
- If vehicle has a cooler bypass valve, it must be removed, cleaned and or replaced.

MLPS

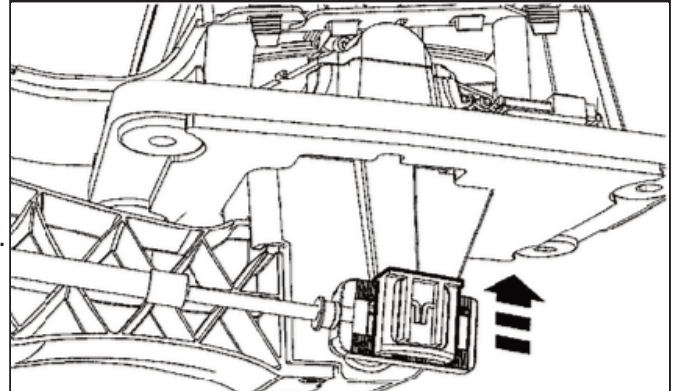


With an assistant in driver's seat, raise and support vehicle. The transmission must be in Park or Neutral positions only. Loosen the Park/Neutral Position (PNP) switch retaining bolts and rotate the switch slightly, while assistant attempts to start engine. After engine starts, turn engine off. Tighten PNP switch bolts to specification. See Torque Specifications. Ensure vehicle does not start in any range other than Park and Neutral.

Cable Adjustments

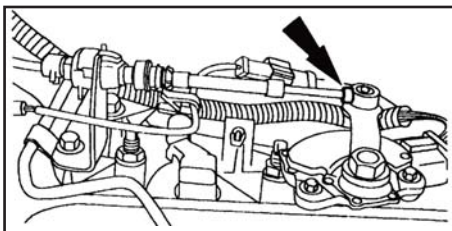
Upper Cable

1. With the vehicle in Neutral, position it on a hoist.
2. Place the transmission range selector lever in the D position.
3. Lift the lock upward on the transmission selector cable lock and remove the cable from the selector lever.
4. Place the transmission manual control lever in the D position by rotating the manual lever clockwise to the extent of travel, then rotate counterclockwise 3 detents.
5. Install the transmission selector lever cable on the selector lever and push the lock downward to lock the selector lever cable adjustment lock.
6. Lower the vehicle.
7. Carefully move the manual control lever from detent to detent and compare with transmission settings. Verify that the vehicle will start in Park or Neutral and backup lamps illuminate in Reverse. If not, steps 1-5 must be repeated and include digital transmission range (TR) sensor adjustment in Neutral.

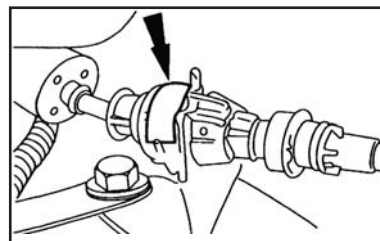


Lower Cable

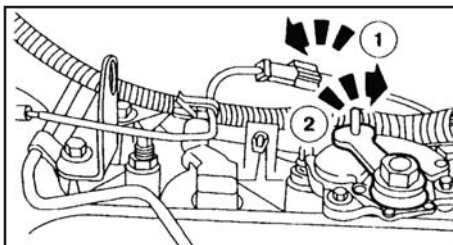
1. With the vehicle in Neutral, position it on a hoist.
2. Place the transmission range selector lever in the D position.
3. Move the gearshift lever to first gear position, then move back 2 detents to the D position.



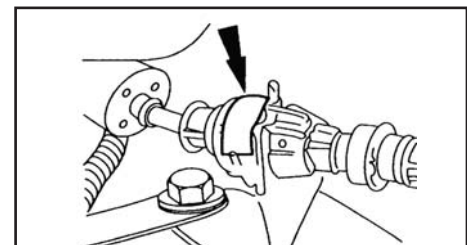
Disconnect transmission shift cable from manual control lever.



Pull out transmission shift cable adjustment lock on shift cable body.



Place manual control lever in D position. Rotate manual control lever fully counterclockwise (1) Rotate manual control lever clockwise (2) two detents to D position.



Connect transmission shift cable to manual control lever and push adjuster in.