# **Installation Instructions** GM Pressure Regulator Forced Motor For 4L30E, 4L60E, 4L80E, and ZF

**Note:** There are no diodes in this solenoid. Therefore, it does not make any difference which wire is attached to which side of the solenoid.

## 1. Cutting the Old Harness.

Remove the connector ends from the solenoid. Cut the OEM solenoid connector ends from the wiring harness as close to the OEM connector as possible. Remove the solenoid from the transmission as shown in Figure 1.



## 2. How to use Posi-Lock Electrical Connector.

Strip back the insulation approximately 5/8" from each wire that is cut from the wiring harness. Twist the braided wire to form a tight strand of wire, Figure 2. Insert the bare wire directly into the hole in the Posi-Lock connector and tighten in a clockwise motion. The wire is now locked in position, Figure 3.



#### 3. Reconnecting the Solenoids.

It is not critical which individual wire is connected to which individual Posi-Lock terminal. (Please see Note above.)

### 4. Installing the Solenoid.

Install the solenoids as shown in Figure 4. Install the force motor by reusing the original bolt, or use a 10mm bolt, through a retaining clip. Tighten the bolts according to normal OE specifications. Re-install the filter.



#### 5. Adjusting the Force Motor Solenoid.

After driving the vehicle, if you wish to make the shift firmer or softer, adjust the force motor solenoid. You need a 3/8" and 5/8" wrench. With both wrenches on the adjuster and lock nut, hole 3/8" wrench still while breaking the 5/8" lock nut loose. Move the 3/8" adjuster one-sixth turn. *Caution:* Do not remove wrenches until adjustments are complete. To *increase* the pressure approximately 15 psi, turn clockwise one-sixth turn. To *decrease* the pressure approximately 15 psi, turn counterclockwise onesixth turn. While still holding the 3/8" adjuster, tighten the 5/8" lock nut.