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700 R4 TRANSMISSION LOCK-UP HARNESS INSTALLATION INSTRUCTIONS

FOR TORQUE CONVERTER LOCK-UP WITHOUT THE NEED OF A COMPUTER

INSTALLATION INSTRUCTIONS (TRANSMISSION)

1. DRAIN FLUID FROM TRANSMISSION AND REMOVE PAN.
2. REMOVE FILTER BY GENTLY PULLING DOWN ON FILTER. IT IS A SLIP FIT.
3. REMOVE THE TORQUE CONVERTER CLUTCH SOLENOID AND ATTACHING WIRES. IT IS HELD IN BY 2 BOLTS. (SEE ILLUSTRATION A.)
4. REMOVE THE 4th GEAR PRESSURE SWITCH AND INSTALL THE NEW 4th GEAR PRESSURE SWITCH PROVIDED IN THE KIT. THIS SWITCH IS LOCATED NEXT TO THE ROUND SERVO AT THE REAR CORNER OF THE CASE. SOME TRANSMISSIONS USE MORE THAN ONE SWITCH SO BE SURE TO LOCATE THE CORRECT ONE. ALL OTHER SWITCHES WILL NO LONGER BE USED SO REMOVE ORIGINAL WIRING.
5. INSTALL THE NEW CLUTCH SOLENOID USING THE SAME BOLTS THAT HELD IN THE ORIGINAL SOLENOID. ATTACH THE SINGLE BLACK OR BLUE WIRE TERMINAL TO THE NEW 4TH GEAR PRESSURE SWITCH AND THE RED WIRE CONNECTOR IN THE CASE.
6. REINSTALL THE FILTER AND OIL PAN W/ NEW GASKET PROVIDED.

NOTE: YOU MAY WANT TO REPLACE THE FILTER AT THIS TIME. FILL THE TRANSMISSION WITH NEW FLUID OF THE CORRECT TYPE.

INSTALLATION INSTRUCTIONS (CHASSIS WIRING)

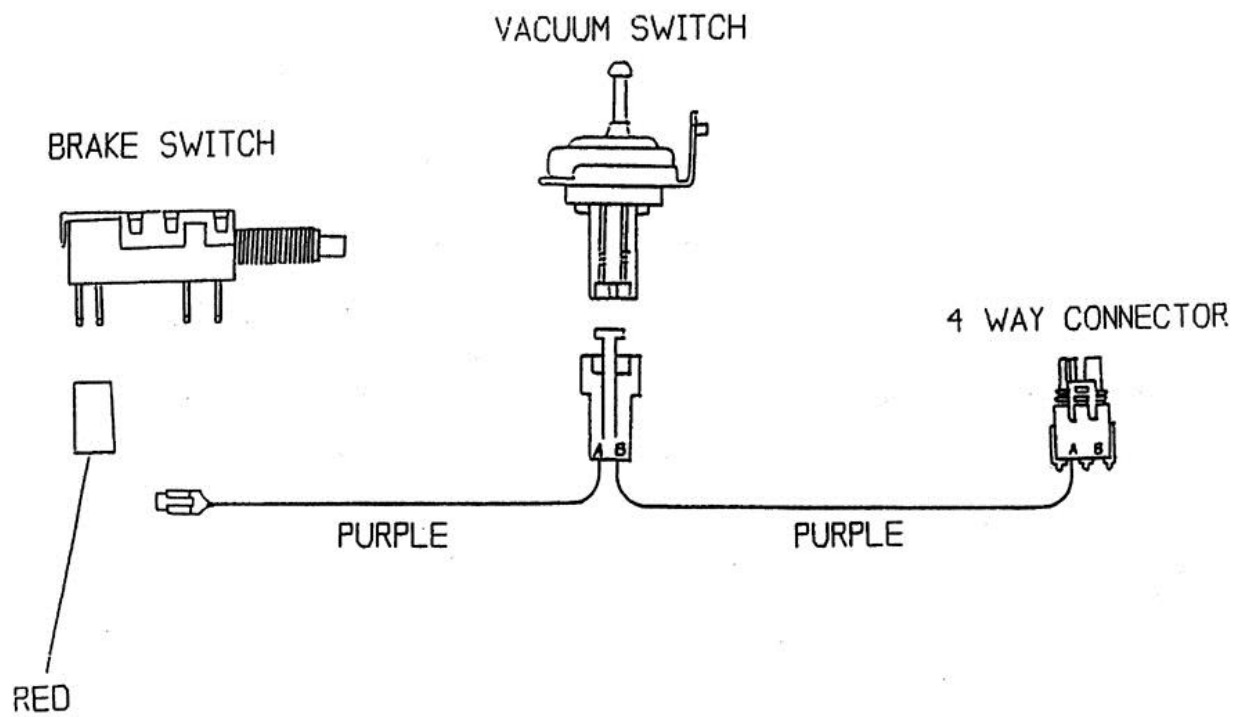
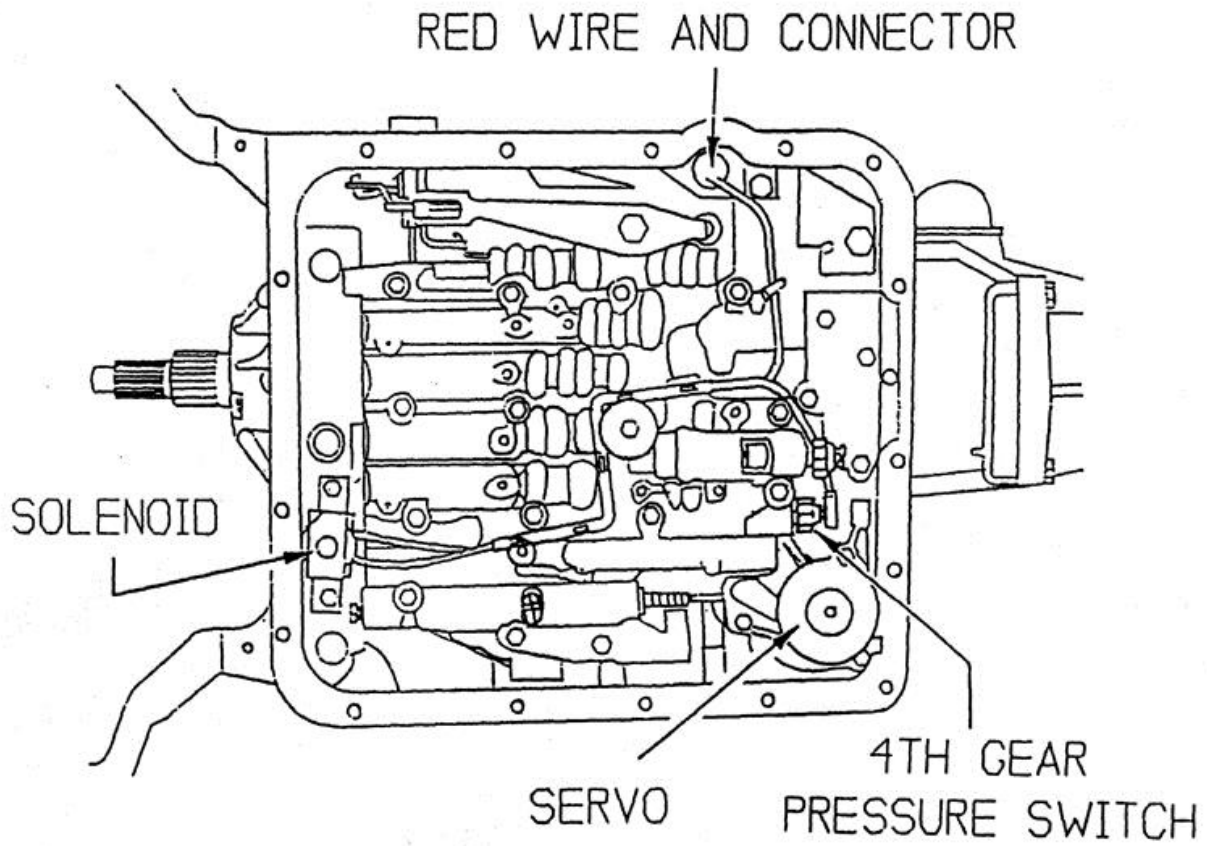
- A. INSTALL THE BRAKE LIGHT SWITCH PROVIDED AT THE BRAKE PEDAL.

NOTE: IF YOU ARE USING A GM STYLE BUTTON SWITCH WITH 2 TERMINALS THIS SWITCH WILL REPLACE IT. IF YOU HAVE A DOUBLE SWITCH ALREADY INSTALLED FOR CRUISE CONTROL THE NEW SWITCH MUST BE USED ALONG WITH THE ORIGINAL DOUBLE SWITCH. A BRACKET FOR THE NEW SWITCH MAY NEED TO BE FABRICATED. IF YOU ARE USING A PRESSURE SWITCH A BRACKET WILL BE NEEDED TO MOUNT THE SWITCH SO WHEN THE PEDAL IS UP THE SWITCH IS FULLY DEPRESSED.

THE TWO TERMINALS CLOSER TOGETHER ARE FOR PASS THROUGH VOLTAGE AND THE TERMINALS FARTHER APART ARE FOR BRAKE LIGHTS.

- B. MOUNT THE VACUUM SWITCH IN THE ENGINE COMPARTMENT IN A PLACE CONVENIENT TO RUN A VACUUM HOSE FROM THE SWITCH TO A **PORTED** MANIFOLD VACUUM SOURCE THAT ONLY HAS VACCUM WHEN THE THROTTLE IS OPENED.
- C. ROUTE THE PURPLE WIRE WITH THE WHITE 4 WAY CONNECTOR DOWN TO THE TRANSMISSION AND PLUG IN TO THE FACTORY PLUG LOCATED ABOVE THE PAN ON THE DRIVERS SIDE OF THE CASE.
- D. ROUTE THE PURPLE WIRE WITH THE BARE TERMINAL THROUGH THE FIRE WALL AND PLUG INTO THE EMPTY SLOT IN THE PLASTIC HOUSING ON THE NEW BRAKE SWITCH.
- E. ROUTE THE RED WIRE FROM THE BRAKE SWITCH TO A (20 AMP) FUSED IGNITION POWER SOURCE.
- F. TEST DRIVE THE VEHICLE. THE TRANSMISSION SHOULD SHIFT INTO OVERDRIVE AND LOCK THE CONVERTER AT ABOUT 40-45 M.P.H. THE GEAR RATIO OF YOUR DIFFERENTIAL WILL DETERMINE LOCK UP SPEED.
- G. IF YOU ENCOUNTER A CONSTANT LOCK-UNLOCK SITUATION IN CITY TRAFFIC A VACUUM VALVE (STANDARD IGNITION #DSV31) MAY BE INSTALLED IN THE VACUUM SWITCH HOSE TO CORRECT THE PROBLEM.

NOTE: IF VALVE DSV31 IS USED BE SURE TO PUT THE ARROW OR THE DIRRECTION OF FLOW TOWARDS THE VACUUM SWITCH.



Painless Performance Limited Warranty and Return Policy

Chassis harnesses and fuel injection harnesses are covered under a lifetime warranty.

All other products manufactured and/or sold by Painless Performance are warranted to the original purchaser to be free from defects in material and workmanship under normal use. Painless Performance will repair or replace defective products without charge during the first 12 months from the purchase date. No products will be considered for warranty without a copy of the purchase receipt showing the sellers name, address and date of purchase. You must return the product to the dealer you purchased it from to initiate warranty procedures.