

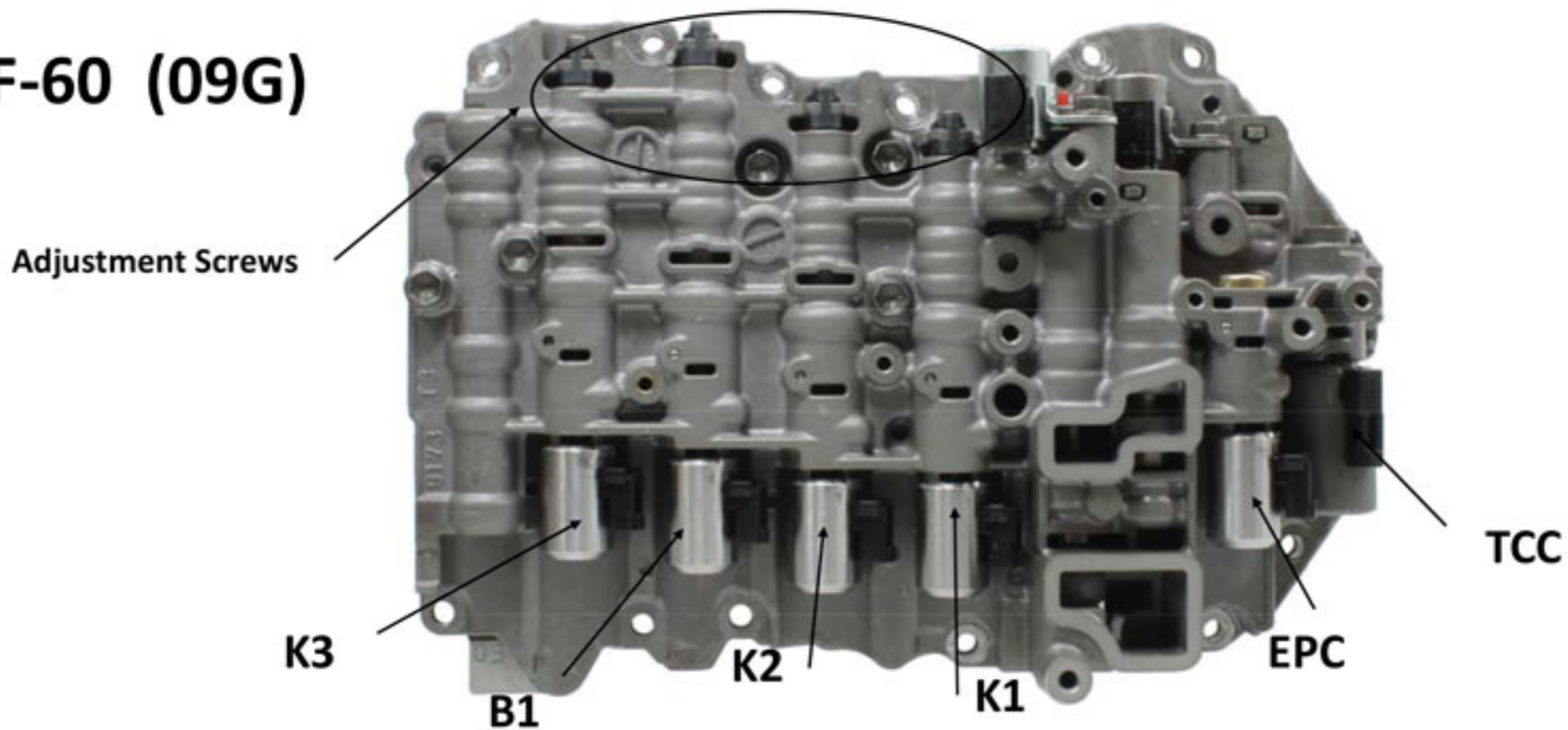
AW-6 Linear Solenoid Installation Guide TF-60 (09G) and TR-60 (09D) Series



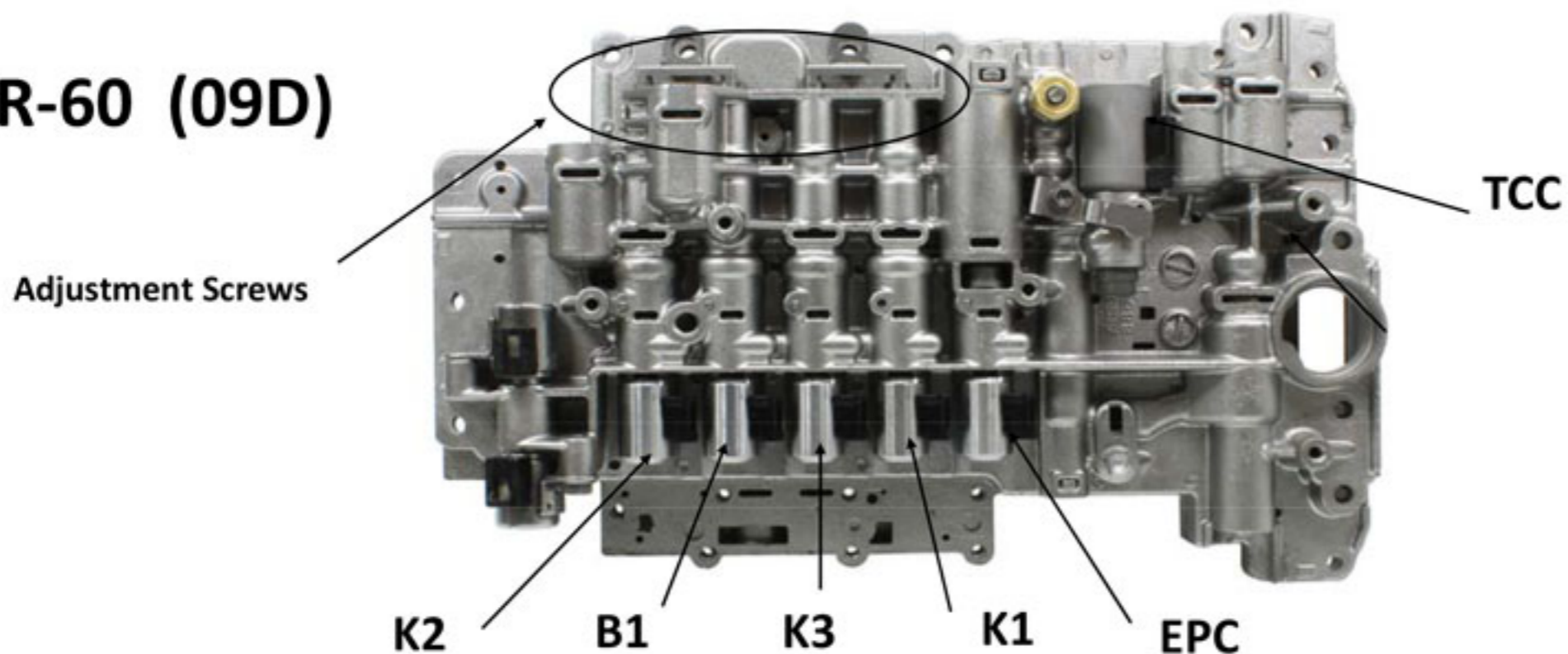
Note:

- All solenoids are compatible with both large and small can varieties of OE solenoids.
- OE Clutch Solenoids use various color connectors. All Clutch Solenoids are universal and interchangeable.

TF-60 (09G)



TR-60 (09D)



AW-6 Linear Solenoid Installation Guide

General note:

To ensure proper vehicle operation special attention must be paid to key wears areas within valve body. If worn they must be repaired before installation of the solenoids.

All solenoids have been pre-calibrated and tested to match the nominal Original Equipment calibration of a properly functioning valve body. Due to variations in valve body wear and computer shift adapt strategies, solenoid adjustments may be required.

Adjustment Instructions:

Use the chart below to resolve drivability issues. Turn the adjustment screw on the valve body that shares the bore with the solenoid that corresponds with the symptoms listed on the chart. For example, turning the K3 adjustment screw counter-clockwise would fix a 2-3 flare. For faint symptoms turn the screw 1/2 rotation. For intense symptoms turn the screw 2 complete rotations. After every adjustment perform the suggested relearn procedure.

Component	Turn Screw Clockwise (Decrease Pressure)	Turn Screw Counter-Clockwise (Increase Pressure)
B1	<ul style="list-style-type: none">• 1-2 Bind-up• 5-6 Bind-up• 3-2 Bump	<ul style="list-style-type: none">• 1-2 Flare• 5-6 Flare• 3-2 Flare
K1	<ul style="list-style-type: none">• Quick Harsh Drive Engagement• 5-4 Bump	<ul style="list-style-type: none">• Delayed Harsh Drive Engagement• 5-4 Flare
K2	<ul style="list-style-type: none">• 3-4 Bind-up	<ul style="list-style-type: none">• 3-4 Flare
K3	<ul style="list-style-type: none">• Quick Harsh Reverse Engagement• 2-3 Bind-up• 4-5 Bind-up• 4-3 Bump• 6-5 Bump	<ul style="list-style-type: none">• Delayed Harsh Reverse Engagement• 2-3 Flare• 4-5 Flare• 4-3 Flare• 6-5 Flare

Relearn Procedure:

1. 5 Garage Shifts (PRNDL) remaining in each gear for 5 seconds.
2. 5 Light 1-4 shifts at 10% throttle under 30 MPH coming to a stop between trials.
3. 5 Medium 1-6 Shifts at 50% throttle coming to a stop between trials.
4. 5 Manual 6-1 Downshifts.