

# A T T E N T I O N

YOUR WARRANTY DEPENDS ON YOUR ADHERENCE TO THESE GUIDELINES

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## 4L60E GM Automatic Transmission

## INSTALLATION GUIDE

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### CHECKLIST

- Compare replacement transmission and torque convertor to original before installation
- Scan original transmission computer before removal from vehicle; record for later review
- Verify engine is in good operating condition and that there are no engine performance codes present.
- Verify that the driveline is in good operating condition, including: mounts, drive shafts, u-joints, bearings, differentials, and transfer case (if equipped)
- Verify integrity of the vehicle electrical system including: battery, alternator, wiring, and grounds
- Install any supplied gaskets, seals, and/or bushings
- Transfer external sensors and switches from the original transmission, or replace if necessary
- Verify torque converter is properly and completely installed (see page 2)
- Hot flush or replace the transmission cooler and lines; **cooler flow must be at least 1-qt per 15-sec**
- Inspect the flex plate for cracks or damage
- Verify both dowel pins are present and in good condition
- Be sure transmission is flush against the engine block before tightening the attaching bolts
- Fill transmission with purchased synthetic, Dexron IV, or Dexron VI fluid
- Reset the adaptive memory with capable scan tool before operating the transmission
- Visit the GM website at [calid.gm.com](http://calid.gm.com) to verify that the vehicle's transmission computer has the latest calibration
- Perform the final system scan after the road test. If codes are present, compare them to the original recorded codes

### GUIDELINES

#### **Entire transmission cooling system must be completely cleaned, hot flushed, and flow tested.**

A restricted and/or contaminated transmission cooling system is the #1 cause of transmission failure. If the cooler is plugged, it must be replaced.

This is an electronically-controlled transmission. The following information is VERY important to understand and to perform correctly. Failure to do so may damage your new transmission and/or cause performance problems:

Verify proper function of the entire electrical system including the battery, alternator, vehicle grounds, mass air flow sensor, and throttle position sensor.

Inspect transmission wiring harness for damaged wires or connectors.

Reset the adaptive memory with a scan tool before operating new transmission for the first time; disconnecting the battery is not sufficient.

A final system scan is required after the road test or if problems are detected during the road test. If codes are still present, compare to original code scan recorded prior to transmission replacement.

## TORQUE CONVERTER INSTALLATION

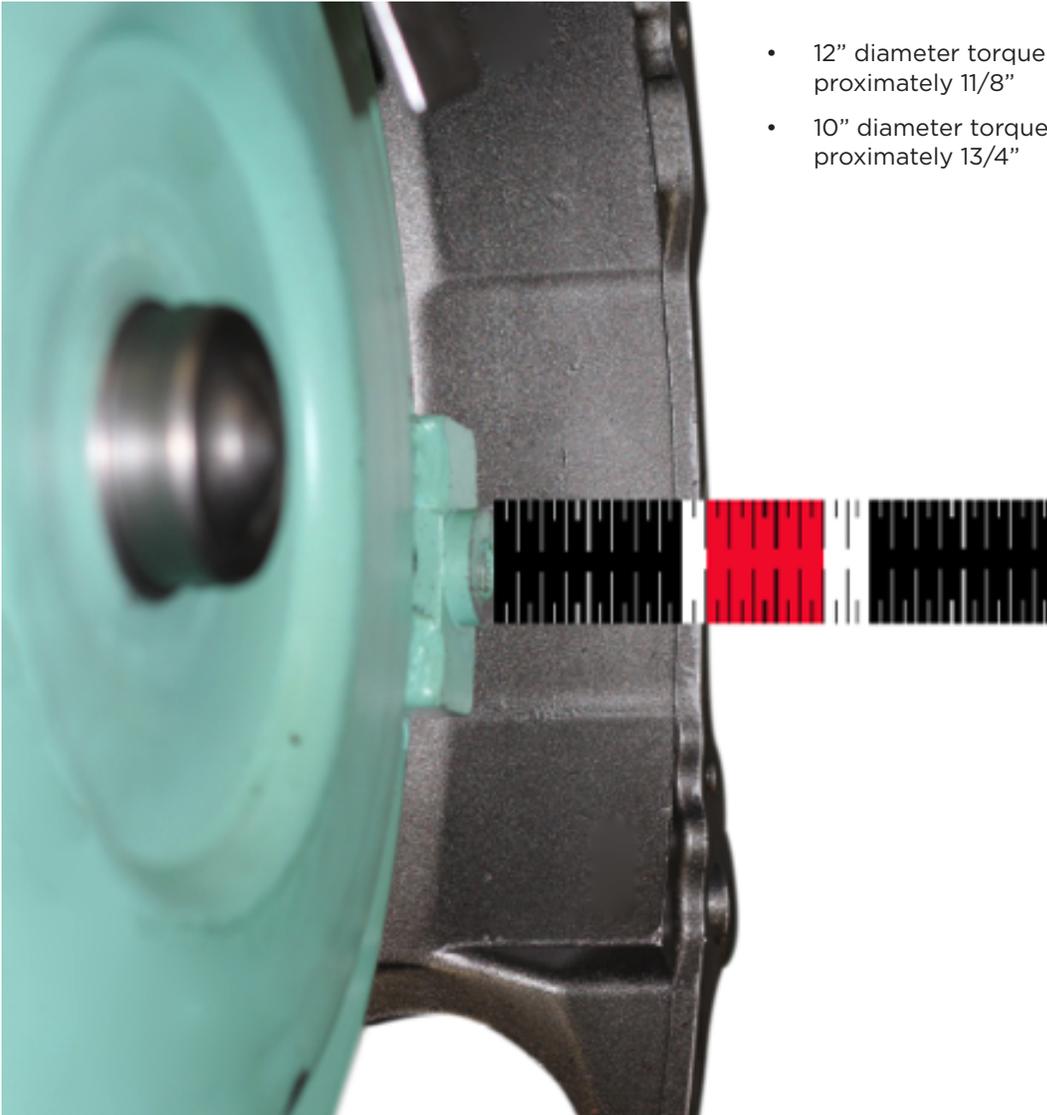
One of the most common issues with the 4L60E is a broken pump rotor due to improper torque converter installation. The following procedure should be followed to completely and correctly install the torque converter.

If the torque converter has been removed:

1. Spin the torque converter and push in towards the transmission.
2. Listen and feel for three distinct “clicks” as the torque converter engages each component (input shaft, stator support and pump rotor).

After torque converter installation or if the torque converter has not been removed:

Measure the distance between the torque converter mounting pad and bell housing face to verify torque converter is fully installed.



- 12" diameter torque converters will measure approximately 1 1/8"
- 10" diameter torque converters will measure approximately 1 3/4"