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Chevy 4l60e transmission interchange chart

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Downloaders Guide Gm Automatic Overdrive Transmission .700r4 Tip Sheet 700r4 Information 700r4 Swap 700r4. Subaru Automatic Transmission Interchange Chart Www.55 Best Forklift Images In Flow Chart 2019. Swappers Guide GM Automatic Overdrive Transmission .4l65e Transmission Drivetrain Resource .89 Best Automotive Transmission Images In Ls Engine 2019. Novak Convert 4l60e. Unexpected Way to Identify Transmission 4l60e 700r4 . Swappers Guide GM Automatic Overdrive Transmission .4l60e Swap Project 1999 2013 Silverado Sierra 1500 Gm. GM Body Parts Exchange B .700r4 Tip Sheet 700r4 Information 700r4 Swap 700r4 . Image Results For 6 0 Powerstroke Parts Diagram 2005 6l .50 Expository Engine Interchange Chart .4l60e Transmission Interchange Chart Fresh Transmission . Clark Transmission Ta45d Flow Chart Yale Forklift Parts. Chevy Transmission Code Identification Chart 4l60e 4l65e .4l60 E Mod Upgrade Info With Pics Chevy Colorado Gmc .4l60 E Mod Upgrade Info With Pics Chevy Colorado GMC. Chevy Transmission Code. Chevrolet Chevy High Performance Transmission Swap Guide. Repair Guide . Chevy 4l60e Bellhousing Transmission Changes Differences 4x4 Cases .55 Best Forklift Images In 2019 FlowChart .4l60e 1999 2006 2wd 300mm Transmission 5 3l 4 8l 4 3l .42 Fresh Sdot Org Chart Home Furniture. Cost Guide and Price of Used Transmission .31 Best Transmission 4l60e Rebuild Image 4l60e . Used Transmission Cost and Price Guide. 06-03-2013, 09:41 AM #1 None of '93 -'97 4L60E's are directly interchangeable, except '93 and '94 and '96 and '97!!!! Here is a list of annual differences that will show why. Yes, some years will suit others and may not even throw the code, but there will be problems in the long run. Big problems become forced 3-2 and the converter locks the problem and burns the locking grip. When a a cluych caused him to lose lockout, 3-4 grip, in transmission will soon follow due to the need for 3-4 snaps to keep them cool while sailing in overdrive. 1993: It was only used in TRUCKS. Not available on F-Bodies, B-Bodies, or Vettes 1994: Interchangeable for '93 4L60E without modification. The '93-'94 transmission is a NON PWM transmission. This means that the implement locking strategy is an on/off setting. It has a connector of 11 pin cases. No PWM thrown into the front pump. 1 piece TCC control valve in valve body. The plate has a hole in the plate, marked in the diagram below. Design of the first 3-2 valves 1995: Stand alone years! Won't exchange with another year. This is a PWM transmission. Extra solenoids are added to the valve body to control the pulsating locking strategy of the conerter clutch. It has a 12 pin case connector, extra wire in transmission to different computer harnesses and computers to control the new PWM circuitry. It has a pwm cast in the front pump. The internal parts of the front pump are different to match the new TCC strategy. 2 pieces of TCC control valve in valve body. It has holes in the plate, marked in the diagram below. First design valve 3-2. 12 connector pin case. '94 computers won't recognize the new TCC strategy., and will burn clutch locking and 3-4 grips. The '96 computer was not compatible with the solenoid controls of '96 3-2. 1996: 3-2 downshift strategy changed to on/off setting. Solenoid downshift 3-2 was changed to solenoid OHM 20-31, from the previous 10-15 OHM solenoids. Control valve 3-2 is changed to the second design valve. The easiest way to identify the valve is, the second design valve will fall out as soon as the solenoid is removed. The first design has plug and retaining clips. TCC solenoid remains 10-15 OHM, which is the same as the setting of '95. It has a PWM stamped cast in the pump. Same pump as '95. It won't exchange with '95 unless it turns 3-2 solenoids, casting valves, and plate seperators. It has holes in the plate marked in the diagram. '94 or '95 computers won't accept solenoid 20-31 OHM 3-2 and will throw SES lights and throw transmissions into limp mode. Some less knowledgeable builders will swap solenoids so that the computer will see the correct resistance, but the valve itself then causes downshift problems. If only solenoids were altered, it would result in a 3-2 downshift cut loose. In other words... 3-neutral-2 downshift. Speedo moved to the passenger side of the tail housing, but it was easy to change. 1997: Basically the same as '96. ADDITIONAL INFORMATION***. We've found that '94 and '95 cars have the same part number for PCM. This means that the PWM function is part of the setup. It seems as if it is possible to '94 4L60E in a '95 vehicle as long as the PCM is reprogrammed to remove the PWM function. A '95 can be fitted in '94 as long as you add wire to the trans harness harness connect the PWM PCM pin to the pwm transmission pin. A pin is pin 6 on the d connector, a blue connector on the PCM, to pin a U to the trans. Here it is brown wire at 95,000. Last edited by CPT; 07-06-2015 at 4.57pm. The Following Users Say Thanks to CPT For This Post: 06-03-2013, 12:00 PM #2 Frank, Excellent writing. Any insight into 24x conversions for those who want to do so? I did quite a lot of research and even made a few calls to my trans builder. (performancebuilt) What's funny is that my car is 94. It shouldn't have PWM. Well it happened. Not sure which one was due to Ohm's difference, so I replaced 3-2 and PWM with which I knew it should have utilized PCM 0411. My harness is prepared for OBDI or II. It is an OBDII harness that has a disinflk 2nd wrend for different solenoids to be used. Pretty clever I think. One harness too. During my research here at work (GM Dealer) I dug up all the old books and found that solenoid between yrs is just the value of resistance. 24x LTx 383, and some odds-n-ends here-n-there. 06-03-2013, 12:50 pm #3 We have seen many cases where simply changing solenoids 3-2 to make PCM see the right resistance, will cause forced downshift problems. Valves 3-2 in the valve body are different designs for working with different solenoids. Are you saying Performabuilt built you a trans wrong year? I've never seen a '94 vehicle with a PWM unit. What's your real PWM unit? I know the 24X conversion requires a '96-up transmission to work with PCM. Frank 06-03-2013, 01:44 AM #4 I'm sure my original doesn't have one in it. But my new one from them has solenoid in the PWM position. Not sure which one. There's # on it but it's not GM#. I did not take any risks and bought both GM solenoids. I don't remember which solenoids needed different connectors but had 2 for both solenoids. It just had a hat on one of them SO I just switched hats and obdii connectors popped in. I'm not a trans guy by any means. But on my old Opti settings, I never had a problem with forced shifts down. BUT, I did have to tune it because it would shift to OD before 30mph, then it was never downshift unless I actually got on it or came to a stop. So, with a full day of testing and tuning. I had it contacted perfectly. Cruise shifts are good and WOT is dead. I wish I knew you seven years ago when my trance first came out. Since then the car has barely been seen 4000 miles away. 24x LTx 383, and some odds-n-ends here-n-there. 06-04-2013, 20:04 #5 This is what I just did my home. I collected parts for the 24x conversion and just ordered a harness from Bill at BP Automotive, but he waited for me to figure out how to make my built 4L60 work with conversions. On the EFI connection website it says, LS1 PCM cannot control the locking of torque converters for the 700R4 or or Transmission. You must install an aftermarket locking kit. Is this going to work or do I need to buy another transmission and exchange internally and then buy another throttle body, because I have a kick down cable? I really don't want to buy another throttle body because I have a US throttle body&M and really like it. I also heard all I had to do was change some solenoids, but didn't know what exactly to do. I just want to make this job the best while spending the least amount. LOL 93 Z28, 383, PI 3200, Weird 12 bolts, 3.73, Weird coilovers, suspension, and go 24X... for three years or more. 06-05-2013, 08:23 AM #6 06-05-2013, 09:06 am #7 Originally Posted by Mystery Bird Question: 95 4l60e + 95 PCM + 94 wireharness = failure??? Yes. The '94 harness cable has one fewer wire than the '95-up. Frank The Following User Says Thank You to CPT For This Post: 06-06-2013, 02:38 PM #8 So if 95 is pretty much it's his own year for trans, why are 96 trans working in those cars? Or is it like a time bomb ticking on something wrong? (I have 96 4l60E at my 95 atm) Only LT1 06-06-2013 is normal and slow, 03:34 #9 Originally Posted by Chrizar So if 95 is pretty much it's his own year for trans, why 96 trans jobs in those cars? Or is it like a time bomb ticking on something wrong? (I have 96 4l60E at my 95 atm) In many cases of that swap, it will have forced downshift problems. Frank 11-03-2013, 07:54 #10 Fastbird, this should be really sticky. I get a private message about the 4L60E exchange a little bit. Frank Frank

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