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4l60e to 4l80e swap 4x4 wiring

The change from the 4L60E to the 4L80E is not difficult for vehicles equipped with both transmissions. Here are the most important parts you will need to create your own 4L60E to 4L80E swap kit. It's not the easiest swap to do, and a 4L60E can handle a lot of electricity on its own. Here is a good article about the 4L60E vs 4L80E. Wiring You need to run a new harness to communicate with your ECM/PCM. It's relatively easy to do. Unfortunately, the adapter is not cheap. They are always over a hundred dollars. Replacing the entire harness is not easy, convenient or cost-effective. It is much easier to replace the adapter. Next, you need to pay attention to the ECM when creating a 4L60E-4L80E swap kit. It must be ref-flashed to control the 4L80E properly. There are many ways to flash the ECM. You can try eBay. I have done this with great success before. You just buy it now at one of the many re-flash auctions. If you live in a decent metro area, you can probably find someone to do it locally on Craigslist. The advantage of finding a local guy is that if there is any kind of problem in the end, they can correct it right there on the spot. If you have made a major change to the engine, you can send it to a tuner to have the transfer tables in the ECM changed. If you have made a cam, a suction swap, heads, turbo, etc., your engine will not run properly unless the ECM is calibrated to work not only with the 4L80E, but also with the modifications you have made to the engine. There are two considerations when you find someone to flash your computer again, when you change your engine and change your gearbox to the 4L80E. Have you ever flashed the ECM for your exact setup? If they have, they may have done it on the Dyno. This is ideal, because on the Dyno you can find the exact air fuel mix, timing, etc... This will give you the most energy from your new parts. Do you ever come to town for Dyno events? If they do, then you can tune the mail order and wait for them to come to the city. When they come here, they will be able to get more power from your car by optimizing it and making final adjustments directly to the Dyno. Try Speartech, they're doing a great job. The 4L80E also has two vehicle speed sensors, while the 4L60E uses only one. You must connect the vehicle speed sensor to your belt up to the FRONT VSS, not the rear one. If you connect to the wrong one, you can use a Ends. Crossmember Depending on whether your vehicle ever came with a 4L80E, it will have a big impact on how expensive a cross member will be for your 4L60E to 4L80E swap. If the vehicle came with the 4L80E, you can nearest parts warehouse, GM dealer or salvage yard and get only one. On the other hand, if the vehicle you want to replace the 4L80E has never come with a cross member, it's a very different story. You will find many people who make a crossmember for your particular application. You can find it via jags or Amazon. One thing to consider when replacing a 4L80E in a vehicle it has never been in is the release of the transmission tunnel. Most people will end up hitting the tar out of their classic car trying to wedge this gearbox into there. The 4L80E is significantly larger and longer than the 4L60E. Dipstick If you switch to a vehicle that had a 4L80E as a storage option, go ahead and order the dipstick for that vehicle. If not, try a Lokar flexible dipstick if you have trouble getting the one that came to work with the transfer. It's expensive, but it's going to work. Flex Plate/Torque Converter You can't reuse your flex plate, but you need to get a special torque converter to plug it in properly. Alternatively, you can get the Flexplate for a 4L80E and use the 4L80E bearing torque converter. Drive shaft The 4L80E is longer than the 4L60E, so you need to shorten the drive shaft to play nicely with your vehicle. Again, if the 4L80E was an option on the vehicle you were thinking about swapping, it would probably be cheaper to go to the salvage yard and grab the drive shaft there. Miscellaneous 1998 PCM will not control 4L80E. It's pretty easy to make a 4L60E harness work from a 99-07 1/2 ton 5.3L truck with a 4L80E gearbox. These steps work for a 99-07 Vortec Truck, LS1 99-02 Style Harness, or 04 GTO harness for this matter (some wire colors may be different on GTO) Remember 99-02 PCM used BLUE and RED PCm connectors, 2003+ use YOU BLUE and GREEN PCM connectors. The wire locations are the same for all years, so this process is the same no matter what year your truck harness is. There will be a few changes to the pins on the transfer plug and the PCM connectors. The first step is to remove the cover above the bottom of the pins on the 4L60E gear connector. There is a small plastic tab that holds each pin in place, this tab must be lifted, then press the pin over, and the back of the plug. (Same process at PCM.) You need 2 wires and MOVE 1 REMOVE. Each wire has a label in the rubber insulation. The middle row displayed, L,M,N,P,R,S. Q and O are not used. T, U is the bottom line. In the figure below, REMOVE the WHITE wire, in position S, the TAN /BLACK wire, in position T The next step, the BROWN wire, in position U, becomes position S, where it was previously a wire. You should use some silicone to fill the now empty T and U cavities. that the everything that needs to be done on the round grey transmission plug. It is now ready to plug into the 4L80E transfer. The 4L80E transmission has two speed sensors, 4L60E only one. You now have two additional wires that are used for the 4L80E's INPUT speed sensor. Attach a speed sensor pigtail to the WHITE and TAN/BLACK wires that have been removed a few steps further up. It doesn't matter where these two wires go into the two-pole speed sensor connector. Polarity does not matter. The existing speed sensor wires of the 4L60E (purple/white and green/black wires screwed together) are connected directly to the speed sensor above the round grey trans plug at 2wd's or in the transfer case adapter or transfer housing output housing for 4x4 applications. The new speed sensor plug is connected to the INPUT speed sensor, which is located above the switching shaft on the side of the 4L80E. This completes the wiring changes at the end of the transfer. Now you need to go to the PCM connectors and rework the WHITE and TAN/BLACK wires for the input speed sensor. The WHITE wire is located in the C1 (BLUE) Connector PIN #79. Remove this pin and CLICK on C2 (RED or GREEN) Connector PIN #22. The TAN/BLACK wire is located on the C2 (RED or GREEN) Connector PIN #42. Remove this pin and MOVE it to the C2 (RED or GREEN) Connector PIN #23. The PCM programming must also correspond for a 4L80E, I offer segment swaps for 4L80E, which are included in the standard fee of 75 I for Gen 3 PCM programming. www.itlswap.com/programming.htm Here we will explore the actual hands on steps in our 4L60e to 4L80e swap in my 2002 Chevy Tahoe 4x4. The first thing I wanted to do was to clean the pipes and the transcoolers of liquid and possible dirt from my old 4L60e. I used a bottle of Kooler Kleen (actually 2 bottles when I spilled some of the first). Next, I worked on the flex plate. Since I got my torque converter from Circle D and decided on the stick front end, it had the same screw pattern as my old Flexplate. Unfortunately, my old Flexplate had seen some serious wear and the bolt holes were a little long, so I got the new Flexplate. If you have a torque converter for a 4L80e with the 6-screw pattern, you need to get something like the ATP Z-270 Flexplate and the distance. Next came the transfer case adapter. Remember, mine is a GM 246, your parts may vary. For me, you can not use the 4L60e on the 4L80e It's not even close. I bought an AC Delco 15724745 from Amazon and keep in mind that your 4L60e screws don't work either because they're too long. You also need the AC Delco 8681168 seal and the AC Delco 24245110 seal. My 4L80e came with a 2200 stall torque converter, which I replaced with my Circle D GM 278mm HP 4L80 LS torque converter 3000-3200 stable with Billet frontend and 3 bolts LS Flexplate pattern. I have it in the melody of 3 Clunks and and measured the distance from the edge of the bell housing to the bolt block of the torque converter and ensured that the distance was greater than one inch. This way I know that the torque converter is seated

correctly and I can continue driving. Something that slowed me down wasn't to see that my 4L80e wasn't coming with a front Vehicle Speed Sensor (VSS) or hardware. All this had to be bought, which led to a waste of time. I share this, so you don't have to go through the same thing. At this point I'm almost ready to put the Tranny in, but I attach the vent pipe at the top of the gearbox first because it's a pain once the gearbox is in the truck. One thing I've learned is to put a few exhaust bolts in the engine holes (where a bell will eventually go). I put them at 3o and 9am and use them to guide the Tranny to the engine. It works pretty well and they went together without too much effort. Next is the funny task of these annoying bell housing screws. I took out both front wheels and fender wells and then the heat shields on each side, (headers were already out) and that gave me easy access to all the belhousing bolts. If you don't want to go through all these problems, just go behind the gearbox (where you can see them) and use a few socket extensions (probably about 3 feet) to get your bell casing screws on. With the 4L80e in I was ready to take the measurement for my homemade gear cross part. I put it in to see where the holes would line up, marked them and then drilled the holes. Now to the most difficult part of the whole (at least for me). Getting the transfer case with the 4L80e already there is difficult. Just come under the transfer case and man handles it up there, tail wave first, over the torsion bar. I cut a piece of 2x4 the right length and wedged it between the floor and the transfer case when my arms started to feel like spaghetti so I could rest and then get back there. I'm 50, so you may not have to, but I'm not as strong as I used to be. With the transfer case in I was able to work on all the electrical connections to the transfer case and the transmission. I had a wake-up call when the 4L60e's switch cable mount did NOT fit on the 4L80e. It's not even close. Had to order 15013290 and wait another 3 days to make further progress in this step. In the meantime, I have been working on my 4L80e gearbox oil lines. I opted for -6 AN fittings and braided steel hose. It wasn't hard to do and I like the way it's Next came the screwing of the torque converter to the flexplate. This is pretty easy with an assistant. Let them put a socket on the crank screw with a crusher rod and keep it stable while you torque your screws, then turn the crankshaft for you to advance to the next screw. It can be done on its own, but it is not very Next came the starter, 2 screws, no big deal. Then I added a dust cover on the bottom of the bell casing because I'm used to my 4L60e and felt better with it. I bought one of these 4L60e to 4L80e harness adapters because I don't feel like doing all the re-pinning myself. I still had to walk the line from the front vehicle speed sensor to the pins in the PCM, but it wasn't that hard. I am getting closer now. I attached the wire to my new 4L80e bracket and started working on a step that troubled me for weeks. ... Would the drive shafts fit? I was surprised because both worked perfectly. Then went in the headers, and the y whistle, everything was good in the world. Next was the gearbox dip stick, which was simple and I felt like I was on my way to a segment swap and driving my truck for the first time in weeks. Unfortunately, my last task before I shimmer edthe the battery back in and do the segment change was to fill the gearbox with liquid and at about 7 quarts it was to seep out of the pan. Loosening and tightening the screws did not work. No statement as to why – might have been damaged in shipping, or I could have done anything if to support it with a jack. I will never know, but what I do know is that the guys at Transmission Depot were amazing and they send a new pan and seal asked me no questions. This is great customer service! Look for at least one more video in this series. I hope it's just a fast segment swap and I'll spin the key, test the new 4L80e and prepare for what comes next a turbo! Turbo!

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