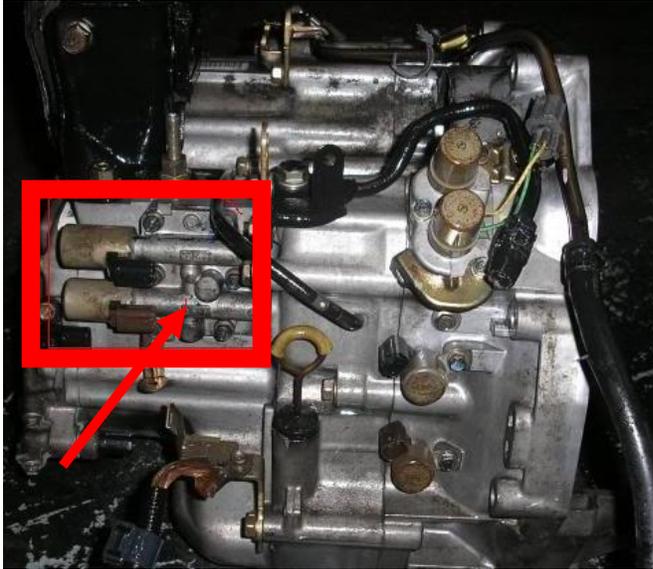


URGENT INSTALLATION NOTE: LINEAR SOLENOIDS ARE NOT PROVIDED WITH YOUR REMANUFACTURED TRANSMISSION. **Before installation, document any trouble codes and replace the linear solenoids.**

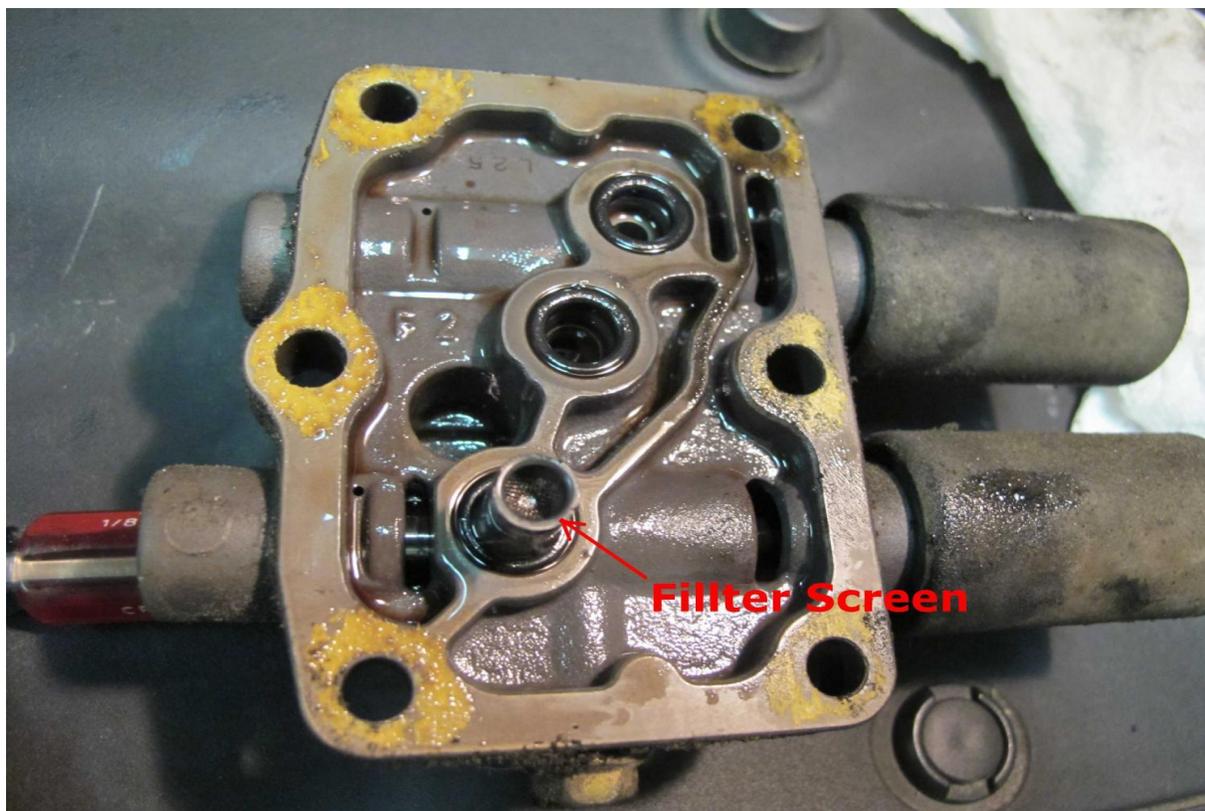
Failure to do so could result in catastrophic damage to your new transmission. A new linear solenoid pack can be purchased for \$160-300 average pricing. Most auto retailers offer the solenoids, as do online stores, and transmission specialty shops.



ISSUE: The linear solenoid pack can become clogged with debris, causing your transmission to not function properly. We recommend that you replace rather than clean & re-install. When replacing, compare new vs old to insure exact fitment.

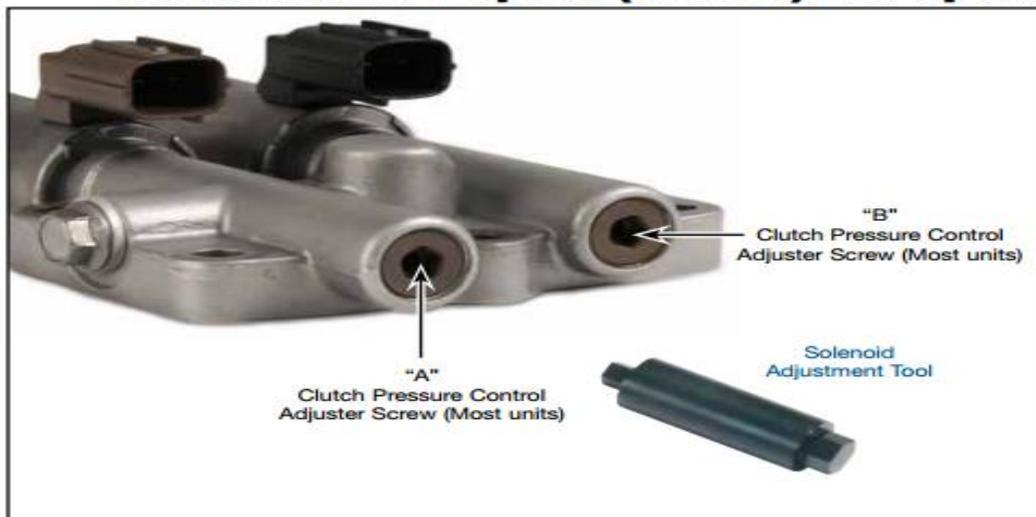


Below is an example of the filter screen that can become clogged. Improper fluid flow thru the solenoid can cause internal damage to the solenoid that may or may not become apparent until the new transmission is installed. Symptoms of a failing solenoid can be sporadic and difficult to diagnose. Many times, installers will replace the transmission a second time only to have similar symptoms again. It's best to spend the extra money to be sure you've eliminated any possible issues.



ISSUE: Honda/Acura 4-speed (3-shaft) and 5-speed transmissions often exhibit soft shifts and/or low line pressure rise. These concerns can be caused by incorrect or soft factory calibration of the clutch pressure control solenoids (CPCS), and further aggravated if there is line pressure leakage within the transmission. The PCM controls shift feel and overlap through CPCS A and B in conjunction with shift control solenoid C. Adjusting CPCS A and B can result in firmer shifts and increased line rise.

Honda/Acura 4-Speed (3-Shaft) & 5-Speed



NOTE: Position of solenoids "A" and "B" can vary among units; illustration above may be incorrect for your application. Must consult OEM reference material for your specific unit to ensure correct adjuster identification.

Adjusting Solenoid Block

1. Place pentagon-shaped tip of solenoid adjustment tool into adjuster screw recess of clutch pressure control solenoid "A" or "B."
2. Turn adjuster screw $1/8$ to $1/4$ turn clockwise to increase pressure for solenoid "A", and counterclockwise to increase pressure for solenoid "B".



CAUTION: Exceeding $1/4$ turn can result in a downshift clunk. Adjusting ratios will not compensate for severe unit wear or a defective solenoid.

Adjusting solenoid ratio "A" will affect:

- Reverse servo control and Reverse engagement
- 1st clutch Forward engagement
- 3rd clutch feed and 2-3 upshift
- TCC lockup RPM slip rate in 3rd only

Adjusting solenoid ratio "B" will affect:

- 2nd clutch and 1-2 upshift
- 4th clutch and 3-4 upshift
- TCC slip rate in 4th

ISSUE: Your transmission uses an oil cooler to circulate fluid and keep the transmission cool, especially in heavy traffic, towing, uphill grades, etc. It is a requirement that you replace the radiator or cooler to validate your warranty. (See Warranty Guidelines included with your transmission or on our website.) Replacing with a new cooler will prevent any foreign debris from entering the plumbing of the transmission and potentially causing damage. One of the top causes for transmission issues on a new installation is foreign debris from the old oil cooler and lines. We provide a can of flush just for the lines. It is not to be used for a cooler flush. Air or fluid flushing the lines cannot guarantee a completely clean system. PLEASE save yourself the heartache of a future transmission issue and replace the oil cooler. Below are some examples of installed coolers on a Honda Accord and Odyssey.

