

4L60E TRANSMISSION RELUCTOR KIT (FITS 700R SHAFT)

KIT CONSISTS OF:

No.	Qty	Part No.	Description
1.	1	716071	RELUCTOR SENSOR
2.	1	716072	CLAMP ON RELUCTOR (700R SHAFT)(One piece reluctor, bolt torque 10 ft-lbs.)
3.	1	716073B	TRANSMISSION BUSHING FOR SENSOR
4.	1	716073N	JAM NUT FOR TRANS BUSHING
5.	1	716073W	WEDGE FOR JAM NUT
6.	1	715599B	ALLEN WRENCH

NOTE: The sensor we use is GM# 15547452. If your computer harness uses a different type of plug, you may need to modify your harness. The male plug to match for 716071 is GM# 12085498.

Tools & Equipment Needed:

- * Drill motor
- * 1/4", 1/2", 3/4" and 7/8" drills with 3/8" or 1/2" shanks to fit drill motor
- * RTV Blue silicone
- * Loctite thread retainer

INSTRUCTIONS:

This kit is designed to fit a 4L60E transmission. This transmission requires this reluctor and sensor to regulate the transmission shift points. Most of the adapters kits we offer for the 4L60E transmission come with a new output shaft which is a 700R shaft. The reluctor in this kit clamps over the old governor gear portion of the 700R shaft. If the transmission and adapter you're going to use requires a stock 4L60E output shaft, then you will be required to swap the clamp on reluctor ring for our P/N 716074.

The transmission case must be modified to install this kit. The sensor access hole can be drilled on either side of the transmission. Before drilling, make sure you have clearance for the sensor in the location you have chosen. Make sure you have accounted for clearance on the transfer case shifter linkage, crossmember, etc. Before drilling, you need to cover the two oiling hole accessible in the rear of this transmission. Cover or plug the two hole while drilling the case to prevent aluminum chips from entering the transmission oiling system. After the drilling is complete, these holes must be uncovered for proper transmission operation.

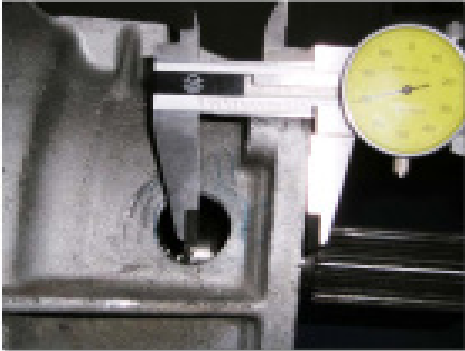


The hole for the sensor should be located 1.270" from the back side of the transmission. The 7/8" diameter hole can be above or below the transmission web (shown right). The bushing diameter should be considered to make sure it will clear this transmission web. Once this hole location is located, drill a pilot hole with the 1/4" drill and work your way up until the 7/8" hole is obtained.



SPECIAL NOTE: The components packaged in this kit have been assembled and machined for specific type of conversions. Modifications to any of the components will void any possible warranty or return privileges. If you do not fully understand modifications or changes that will be required to complete your conversion, we strongly recommend that you contact our sales department for more information. This instruction sheet is only to be used for the assembly of Advance Adapter components. We recommend that a service manual pertaining to your vehicle be obtained for specific torque values, wiring diagrams and other related equipment. These manuals are normally available at automotive dealerships and parts stores.

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1. After sensor hole has been drilled



2. The clamp on reluctor gets installed onto the 700R output shaft and locked into position. If a 4L60E shaft is to be used, a different set collar is needed.



3. Reluctor ring installed



4. Verify that the teeth of the reluctor can be seen through the new hole



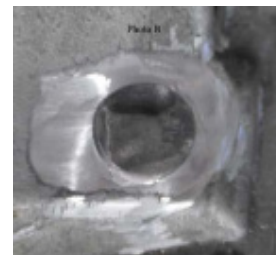
5. Tighten the 3 set screws of reluctor ring to lock it to the main output shaft. The allen wrench may need to be shortened to fit the set screws around the transmission case.



6. Test fit the bushing into the transmission housing. Make sure the bushing fits snug to the outside of the transmission. Note: You will have a small gap on the top and bottom side of this bushing, between it and the transmission.



7. Remove the bushing after test fitting and then install the new reluctor sensor.

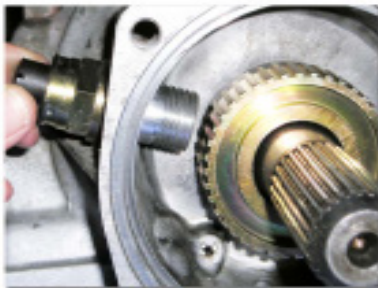


Due to the different variations in 4L60E transmission case thicknesses you maybe be required to modify part number 716073B (see photo A shaded area) or your transmission case to obtain .010" - .012" gap (see photo B).

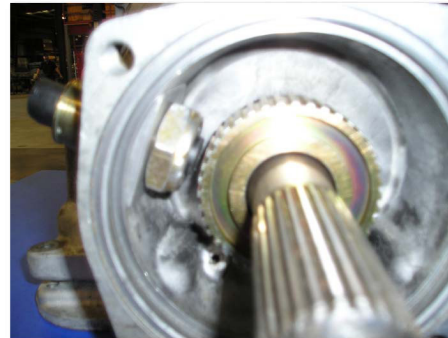
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8. You will now need to install the bushing back into the transmission housing. The bushing will require RTV Blue silicone applied to seal the bushing to the transmission. Use just enough to form a bead around the outside of the bushing.



9. With the sensor and bushing set into the transmission, slip the wedge over the bushing so that the radius portion fits the inside contour of the case. Next, put Loctite thread retainer on the nut and then install the nut onto the bushing. The bushing will need to be slightly pulled out of the transmission to fit on the nut. Be careful not to move the bushing to much because you want to keep a good seal with the silicone.



10. Tighten the nut to retain the bushing and sensor onto the transmission (the bushing should be snug). Inspect the gap between the sensor and the reluctor ring. The gap should measure between .010" - .012".

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