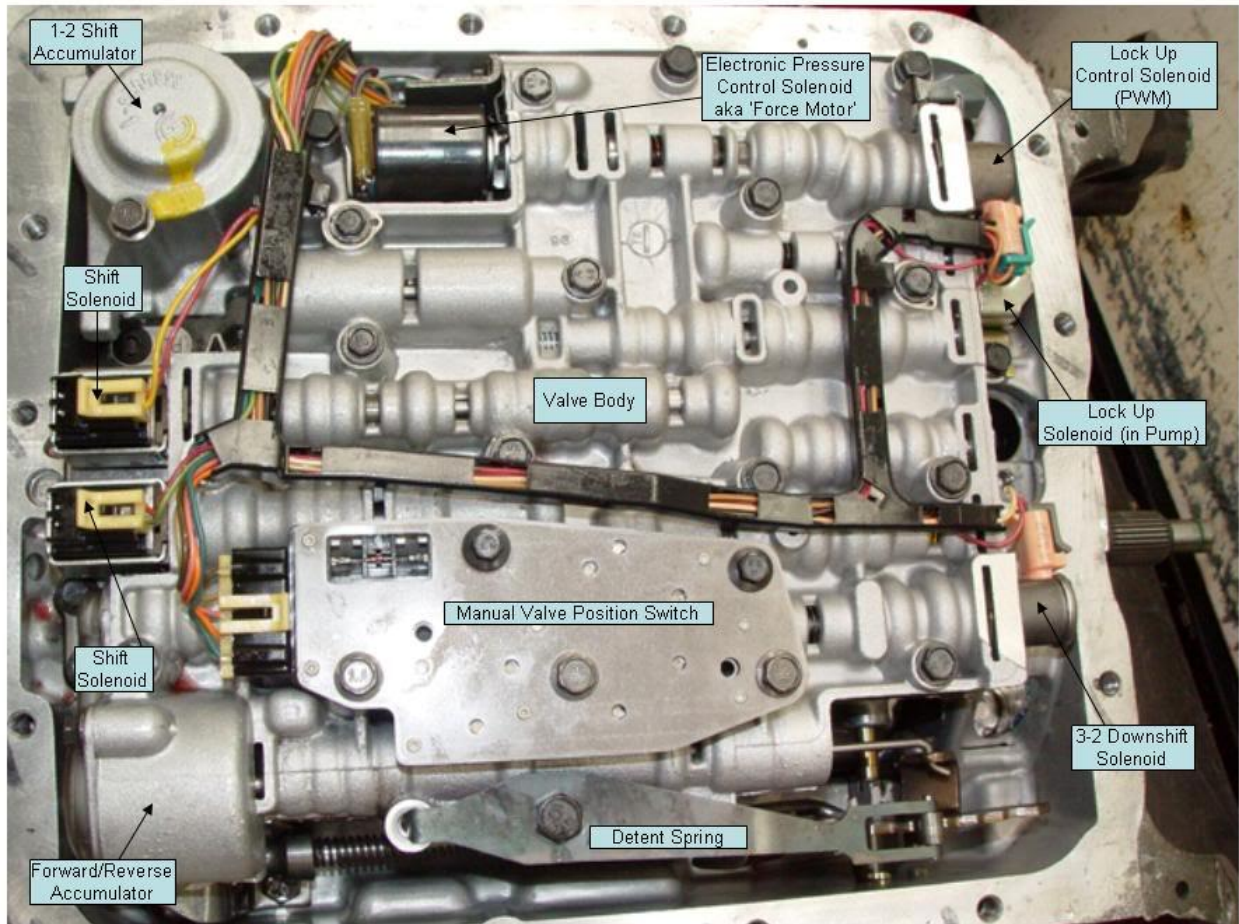


4L60E Simple in Pan Maintenance

Valve Body Photo with Pan Removed



Check Solenoids Resistances to check for Obvious Failure.

Shift Solenoids 20 - 40 Ohms

3-2 Downshift Solenoid 10 – 15 Ohms or 20 - 31 ohms

TCC PWM Lockup Solenoid 10 – 15 Ohms

Force Motor or Pressure Control Solenoid 3.5 – 4.6 Ohms

How Often to Change Fluid & Filter?

Holden Owner's Manual States every 80,000km

I would suggest atleast changing it every 40,000km with standard fluid or 80,000km for Fully Synthetic

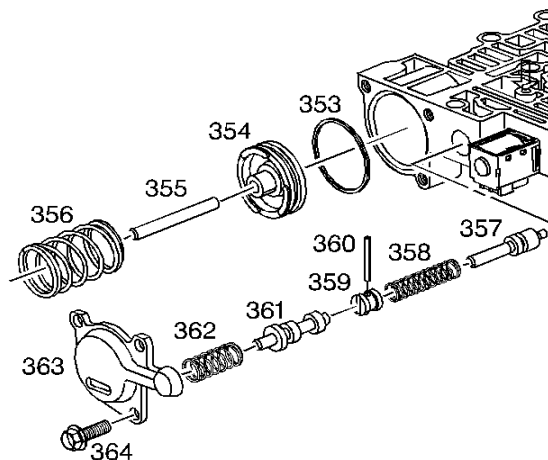
How Often to Change Accumulator Piston Seals?

Most Say 80,000km life on the seals.

Forward/Reverse Accumulator Piston



To Remove undo the 3 bolts, be careful as the springs are compressed a lot. Below is what is contained, we are only removing the items on the left.



- The forward abuse valve (357)
- The forward abuse valve spring (358)
- The bore plug (359)
- The coiled spring pin (360)
- The low overrun valve (361)
- The low overrun valve spring (362)
- Install the following items:

- The forward accumulator oil seal (353) on the forward accumulator piston (354)
- The forward accumulator pin (355)
- The forward accumulator piston (354)
- The forward accumulator spring (356)
- The forward accumulator cover (363)
- The forward accumulator cover bolts (364)

Cover with Bolts Removed



Cover Removed and Springs Removed



Remove the Piston and Pin, there will be a bit of oil gush out on Removal



Hopefully the bore is nice and clean and not worn, if it is worn you may try using the sonnax dual seal pinless piston which may seal better on a worn bore. Some stock Trans did use plastic pistons which crack easily, get stuck in the bore, always use alloy pistons to avoid this issue.



Job is now done, Reinstall new piston and seal, pin and springs and reinstall cover and bolts, make sure you lube the new seal with plenty of oil and recoat the bore again, rotate the new piston while pushing into the bore will make it easier.

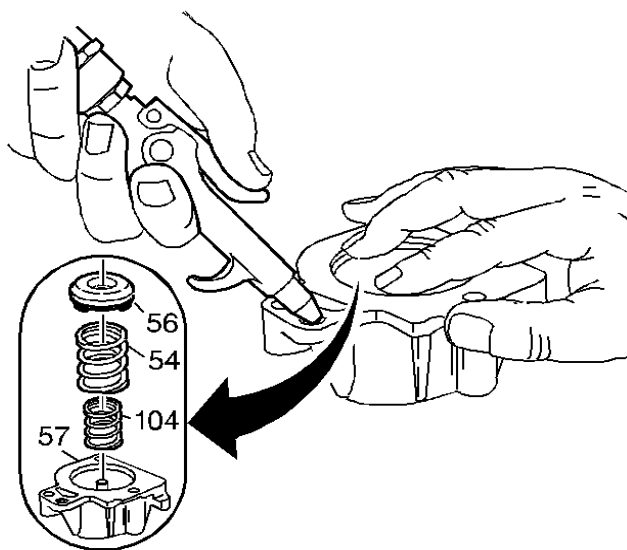
1-2 Accumulator Piston



Remove 3 Bolts, Not under high spring pressure, Self Contained Unit.



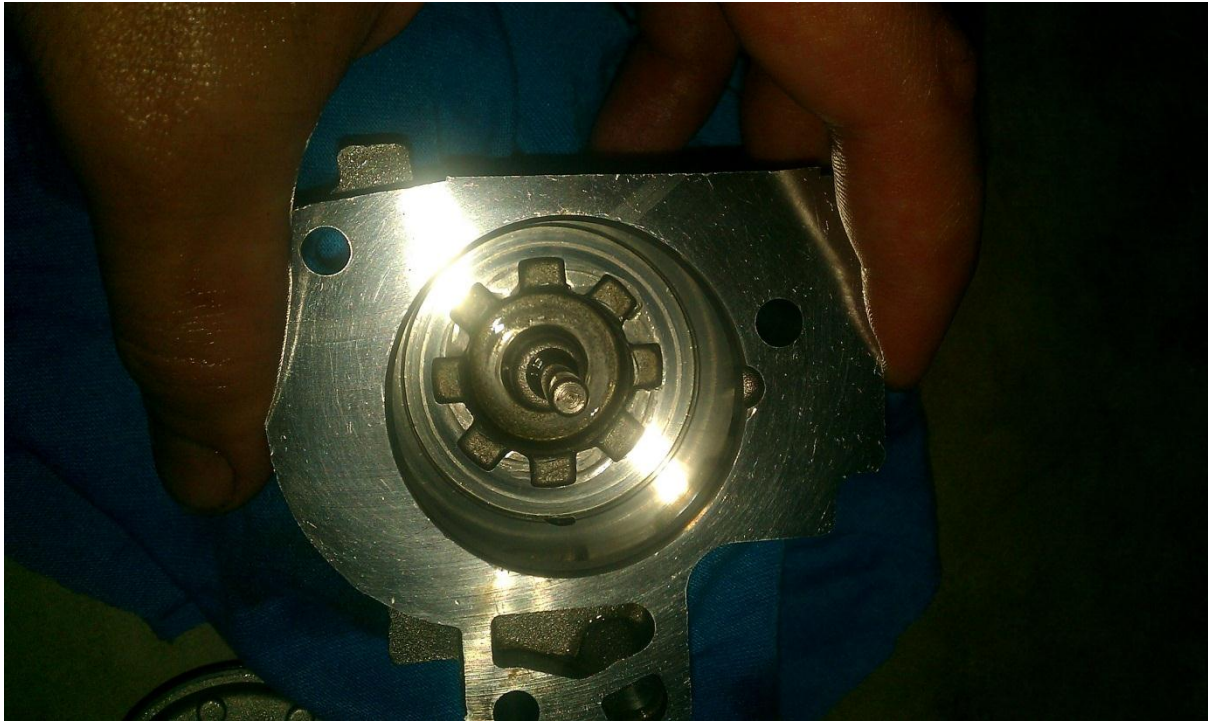
Here is it after removal, To remove you can use a pair of needle nose pliers to rotate and pull the piston out via the small lobes on it, the piston will be replaced anyway so if damage is done it's no issue, Or you can remove using compressed air as pictured below, note if you push the piston down oil will squirt out the hole at the bottom!!



Check the plate for excessive wear, if it is heavily worn then the valve body will need to be removed and the whole plate replaced, also check the check ball making sure it is not stuck or worn into the plate.



Piston removed here are the springs



Remove the springs and give the assembly a good wash in the old oil pan oil to remove worn rubber and piston pin hole shavings from the bottom, if there is excess bore or bottom wear from springs then this whole assembly can be just replaced.

From here fill the bottom with some new oil, coat the bore and piston/seal with oil and reinstall springs and piston and reinstall assembly.

OTHER THINGS YOU CAN DO.

Obviously there a lot of other things you can do to keep your valve body in good order, replace solenoid seals, remove valvebody and replace 3-4 Accumulator piston and seals. Check valves and sleeves for wear, How far you want to go is upto you.

END

I hope this has inspired some and shown just how easy it is if you already change your own tranny fluid to go one step further for a few extra dollars you can then help keep your trans working in good order and promote less wear on other components by maintaining good oil flow/pressure.

By Nigel Brownsey AKA THE1

I take no responsibility for reader's actions.
I am not a mechanic I am simply sharing my experience.
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