

Tools Required:

- ✓ Ratchet with 8mm and 10mm sockets
- ✓ Short ratchet extension
- ✓ 10-12 quarts of Mercon V ATF fluid

Valve Body Removal:

Ok, first of all jack your car up and place it on jack stands, the more room the better. If you have access to a lift than this will be even easier!

Start by dropping the transmission pan, there are 14, 10mm bolts. Be prepared for a shower of transmission fluid, leave the pan underneath for awhile and let the tranny drain.

Remove the filter from the valve body; it will simply pull right out.

Un-snap the wire harness and set aside.

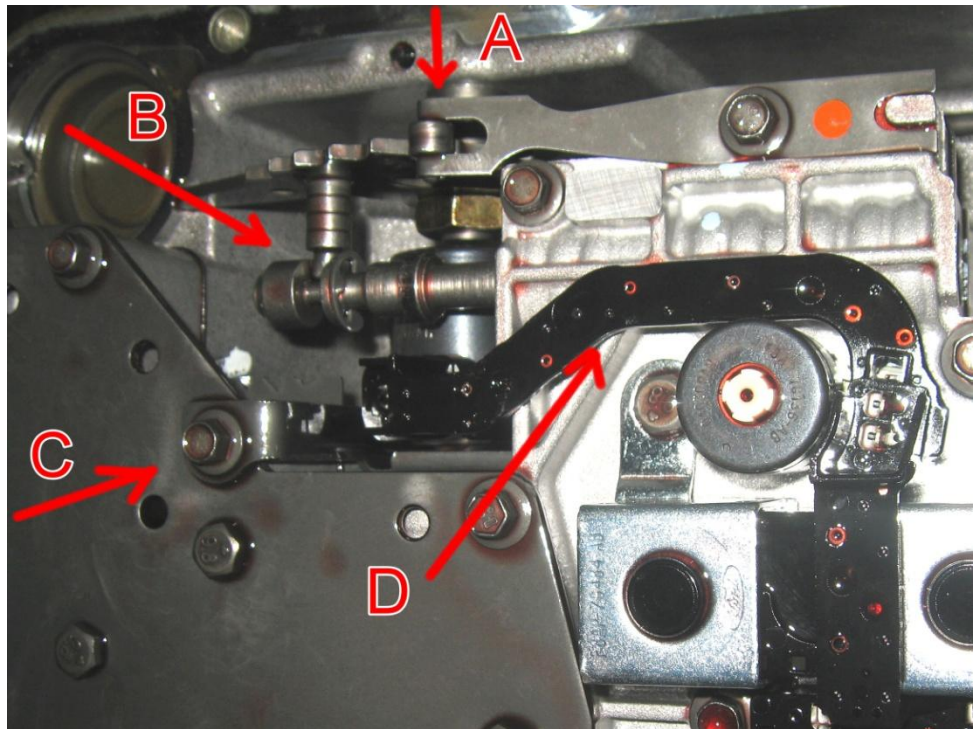
Remove the 25, 8mm bolts that are retaining the valve body. Start with the outer bolts and work your way in. Note; the inner bolts are longer because they sit on top of the valve body reinforcement plate. Just be aware of the following items.

A) This is the rooster comb spring, just remove the bolt and set it aside for now.

B) This is the detent wheel pin connected to the main valve. See how it fits into the slot after the c-clip.

C) This bolt is holding the EPS/VFS bracket, just remove the bolt and the bracket will slide out.

D) Electrical harness connected to the solenoids



When removing the last bolt you will get another rain of transmission fluid so it's best to leave the pan underneath. The valve body is fairly heavy so be prepared once the last bolt is removed.

Carefully lower the valve body and bring it to a clean work area. The 2-3 accumulator retainer and spring may drop out when valve body is removed, put them aside for now. A small black filter may also fall out.

Valve Body Re-Install:

Now you're ready to re-install the j-mod valve body.

If the 2-3 accumulator fell out make sure you re-install it now; spring first and make sure the retainers tabs are pointing down. *See photo >*

Replace the small black filter if it was removed.



2-3 accumulator shown removed and installed

Position the valve body in place and thread in a couple bolts to hold it there.



Make sure the manual valve is lined up properly with the detent wheel pin. It must be inserted into the section after the c-clip. *< See photo*



Now install the rooster comb spring.
< See photo

Rooster comb spring and detent pin

Now install the EPS/VFS bracket, just slide it in gently and tighten the bolt.

Now finish installing the rest of the bolts. Remember the short bolts go on the outsides and the longer ones go on the reinforcement plate. Torque them down to 90 in-lbs. Make sure to re-install the electrical harness. There shouldn't be any extra bolts or parts left over at this point. Haha.

Re-install the transmission filter; make sure the rubber seal is seated in the valve body before you snap it in.

Now just clean the pan gasket surfaces and bolt it on. Lower the vehicle and add about eight quarts of Mercon V transmission fluid. Start up the engine and allow it to warm up. Check for leaks and verify you have access to all gears. It may hesitate for a moment, but all the gears should engage properly. With the vehicle running continue adding fluid until it registers normal on the dipstick.

You're all done! Go for a test drive. It may shift a little different for the first few drives until all air pockets are worked out of the valve body.

You should continue to check the fluid level throughout the next couple days, make sure you do so with the vehicle warm and still running.

If you don't have access to all the gears then check the detent wheel pin, it was probably installed in the wrong slot.

Make sure you are checking the fluid level with the engine warm and running, it will not engage the gears if it is low on fluid.