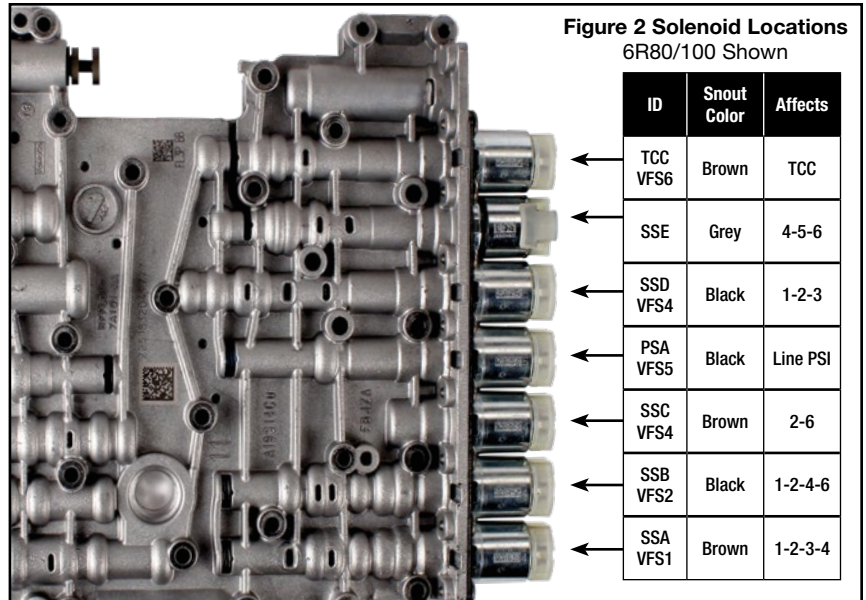
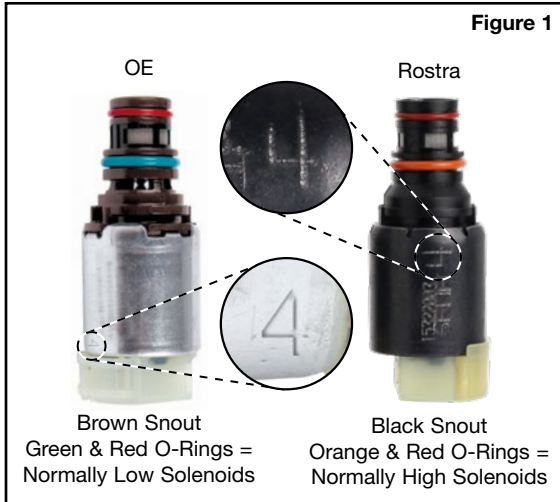


Reference **Figures 2 and 3** for solenoid location depending upon application.

Reference **Figures 4 and 5** for solenoid strategy/calibration number.



Solenoid Changes

Band numbers on solenoids (**#1-5, Figure 1**) correspond to solenoid strategy/calibration. Band number of a replacement solenoid **MUST** match that of the OE solenoid or shift calibration concerns will result. In addition, solenoid calibration (Normally High, NH, or Normally Low, NL) must match the original. Locations for solenoids are shown in **Figures 2 and 3**.

Solenoid Strategy/Calibration Information

The number engraved on the 6R80/100 valve body (**Figure 4**) is the 13 digit calibration number. The 13 digit number on the valve body tag (**Figure 5**) on a 6R140 is the calibration number. These 13 digit codes should match the number on the tag that is on the driver side of the transmission near the bell housing. If the vehicle's valve body is changed, the number will need to be programmed into the PCM for correct calibration. This calibration number helps the PCM set adapts quicker. The number indicates to the PCM which band number solenoids are in which positions on the valve body.

Reset Adapts!

The TCM is capable of limited solenoid adaptation without reprogramming. After any service, resetting adapts/clearing KAM is **HIGHLY** recommended. This is recommended even if replacing OE solenoids with new/replacement solenoids of the same band, as the OE solenoids drift over time. The TCM continues to adapt to this drift up to a point, so a new/replacement solenoid even of the same band can take longer for adaptation if not reprogrammed. Reference OE information for details on resetting adapts and drive-cycle relearn.

