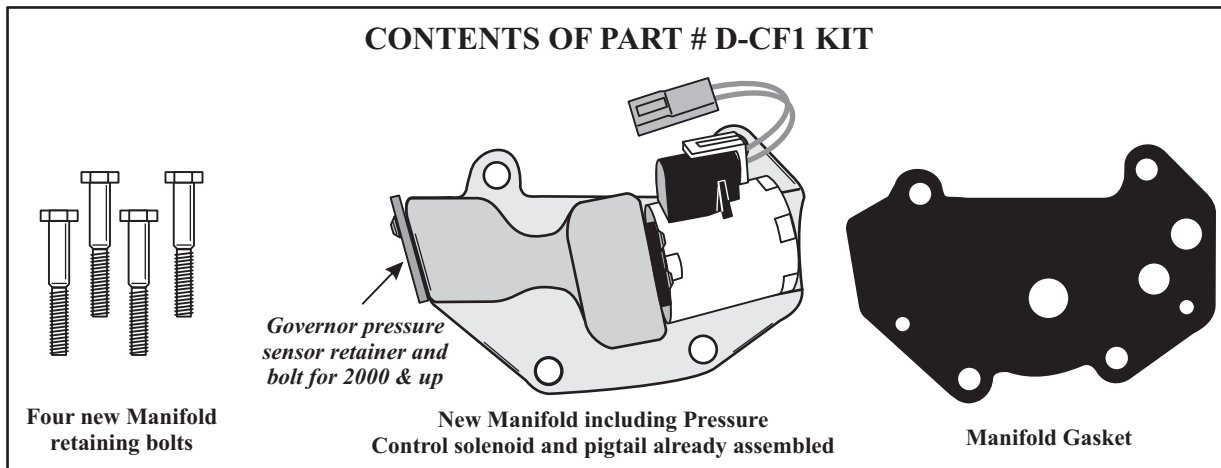


Part # D-CF1

Chrysler "RE" Governor solenoid to GM Pressure control solenoid Conversion

This kit was specifically designed to improve the reliability of the Governor solenoid in normal use and to handle higher base pressure in High performance applications



1. Remove the transmission pan and dis-connect the two connectors for the previous design Governor Pressure solenoid and Governor Pressure Sensor/transducer as shown in Figure 1.
2. Remove the Four 7/16 headed bolts, the two 25torx bolts and remove the previous design manifold and gasket, also shown in Figure 1.

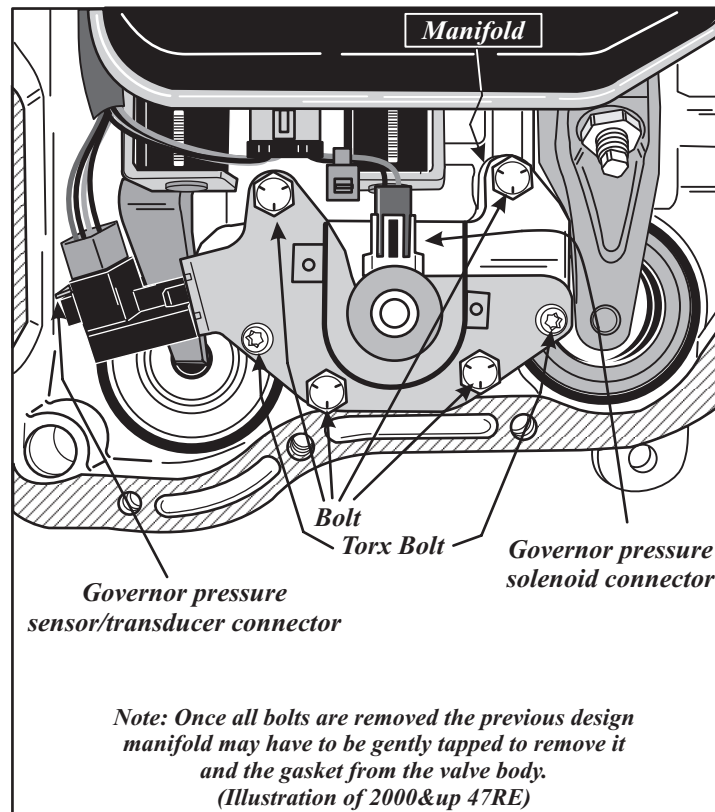


Figure 1

3. Lubricate "O"-ring and install the Governor pressure sensor/transducer into the manifold supplied.
Note: there are two versions as shown in Figure 2. The First version requires a retaining clip. (*Note: discard the retainer and allen bolt when installing First version Governor pressure sensor/transducer*). The Second version (2000 and up) is retained into the manifold with the new retainer and allen bolt supplied. Install new gasket supplied onto manifold. It is highly recommended to install a **NEW** Governor pressure sensor/transducer when replacing the Governor pressure solenoid.

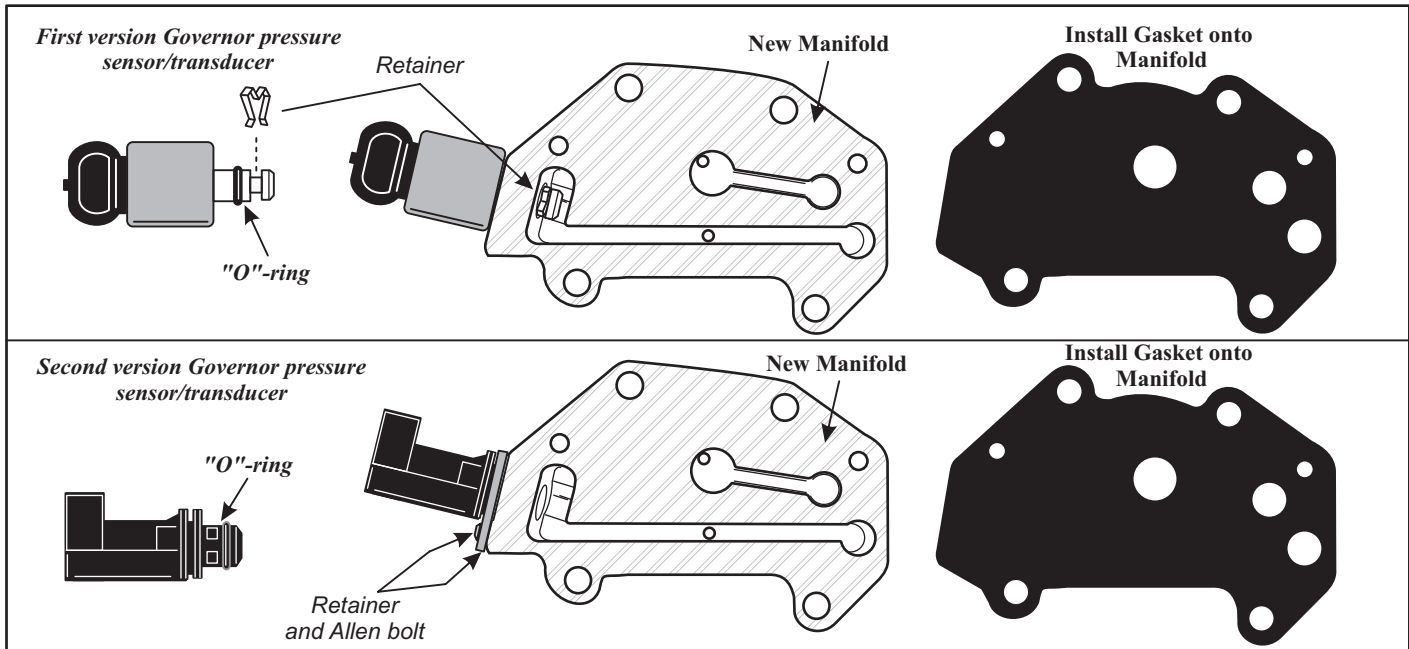


Figure 2

4. Install the new manifold onto the valve body and install the four new bolts supplied. Torque bolts to 100 in.lbs. or 12 Nm. (*Note: The previous bracket and torx bolts are no longer used*). Re-connect the Governor pressure sensor/transducer and connect the new pig-tail supplied to the two terminal connector for the Governor pressure solenoid. Rotate the solenoid towards the filter and tuck the new harness above the filter edge as shown below in Figure 3. Re-install the transmission pan and refill with fluid.

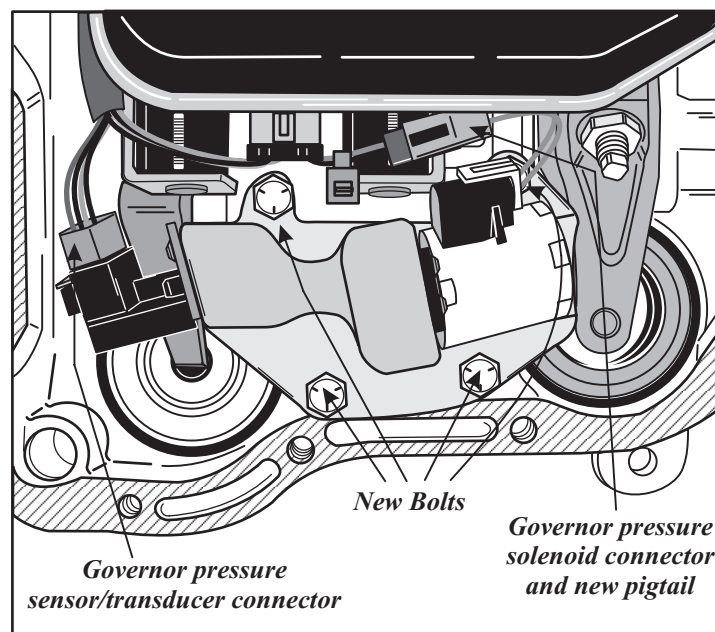


Figure 3