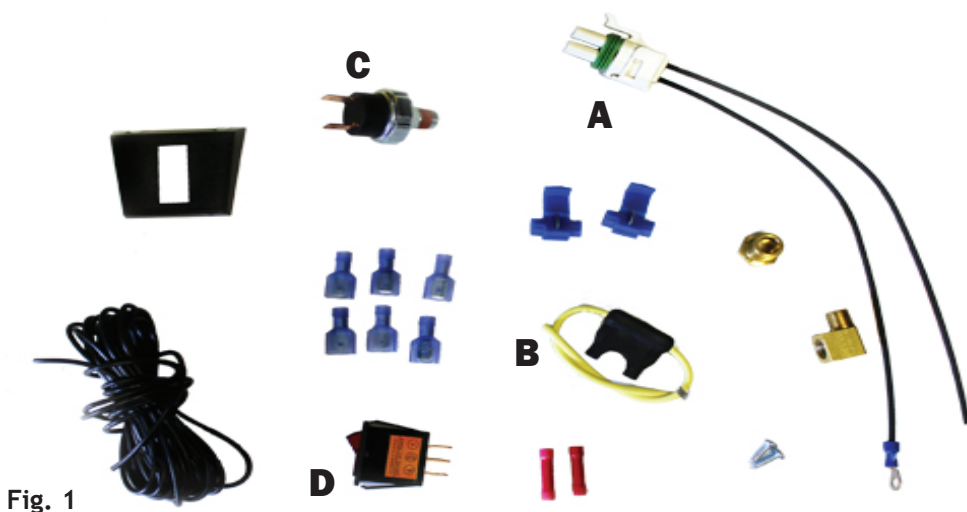


# 700R4 EXTERNAL LOCKUP KIT INSTALLATION INSTRUCTIONS

## INTRODUCTION

There is no need to drop the pan as everything is installed externally, but you must have a working factory lock-up harness and solenoid for the kit to operate. The kit functions by monitoring fourth gear oil pressure at an external oil pressure port. External wiring from the oil pressure switch at the transmission leads to a dash switch and on to the fuse block. The switch with indicator light can be turned off keeping the converter unlocked if you desire. The wiring is very simple as you will find and appreciate. (Fig. 1)



Typical kit contents:

(A) Transmission converter lock-up plug

(B) Fuse holder

(C) Oil pressure switch

(D) Lighted manual switch

YOUR KIT CONTENTS COULD VARY.

## OIL PRESSURE SWITCH INSTALLATION

1. Remove the 4th gear pressure port plug with a 9/16" wrench.
2. Apply Teflon pipe tape to the threads of the brass fittings in a clockwise direction.
3. Tighten the 90 Elbow into the 1/8" to 1/4" adapter.
4. Then thread them both into the port.  
DO NOT OVERTIGHTEN! (Fig. 2)

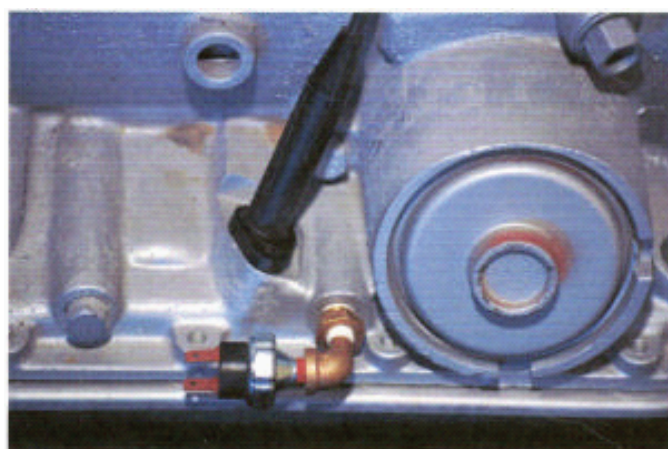


Fig. 2 - Oil pressure switch in the 4th gear port.

## REAL WORLD WIRING DIAGRAM

The fuse holders connect to the vehicles fuse block. Follow these easy steps.

1. Fuse holder connects to the lighted manual switch's bottom terminal providing the 12V+ power source. See (A)
2. The center terminal of the switch is connected to the wire that leads down to the oil pressure switch on trans case. See (B)
3. The third connection switch is a ground (-) terminal that connects to the lead from the transmission connector plug. See (C) and (D)
4. The ring terminals are both grounds. See (E)

It's a straight forward series circuit and everything must be "on" to energize the lockup solenoid.

Please use the proper crimping tool and avoid sharp objects, hot exhaust and movable items like brake pedal linkage when routing wires. (Fig. 3)

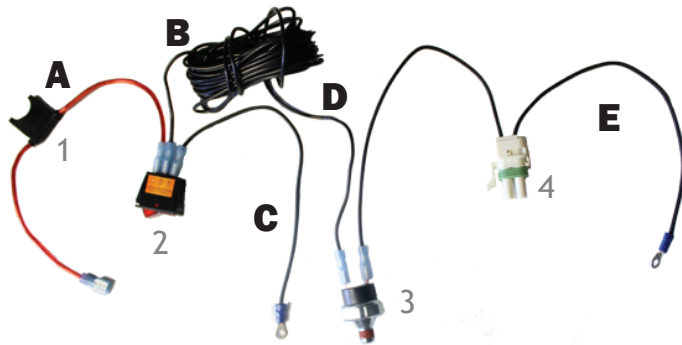


Fig. 3 - Fuse holder, manual switch, oil switch, lock-up plug

## LET'S TEST THE LOCKUP SOLENOID

First we will verify if the transmissions lockup solenoid is functioning and if it's a 2 wire or a 1 wire solenoid.

1. Connect the transmission connector plug to the transmission plug on the driver side and be sure it is plugged in securely.
2. Apply a 12V+ voltage to the loose pigtail of the connector plug.
3. (A) You should see a small spark when connecting and you will hear a faint "click" inside the transmission. This is an indicator you have a functioning, 1 wire solenoid and can cut and remove the eyelet ground lead on the transmission connector plug. If you don't hear the click, ground the lead with the eyelet.
4. (B) If it now clicks, you have a 2 wire solenoid and must ground the lead permanently.

If after grounding the lead and you still don't hear a click, you must drop the pan and possibly replace the lockup solenoid if it's wire is present and connected properly. A quick OHM meter check of the solenoid will show an open and therefore defective solenoid. (Fig. 4)

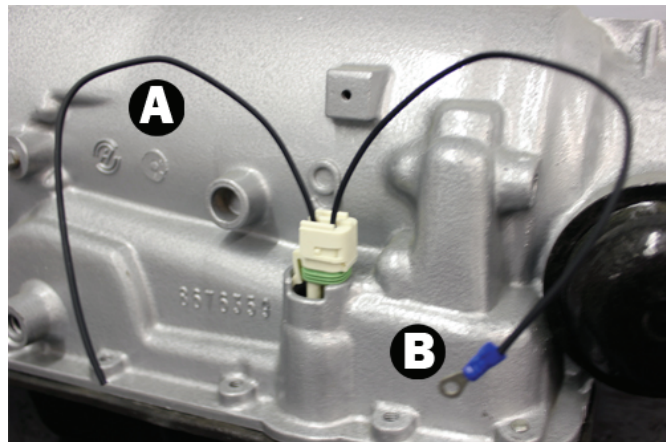


Fig. 4 - 12V+ Lock-up Solenoid "Click Test".

## TROUBLESHOOTING

See video for instructions.

[YouTube.com/watch?v=IFiKswiTMJU](https://www.youtube.com/watch?v=IFiKswiTMJU)



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