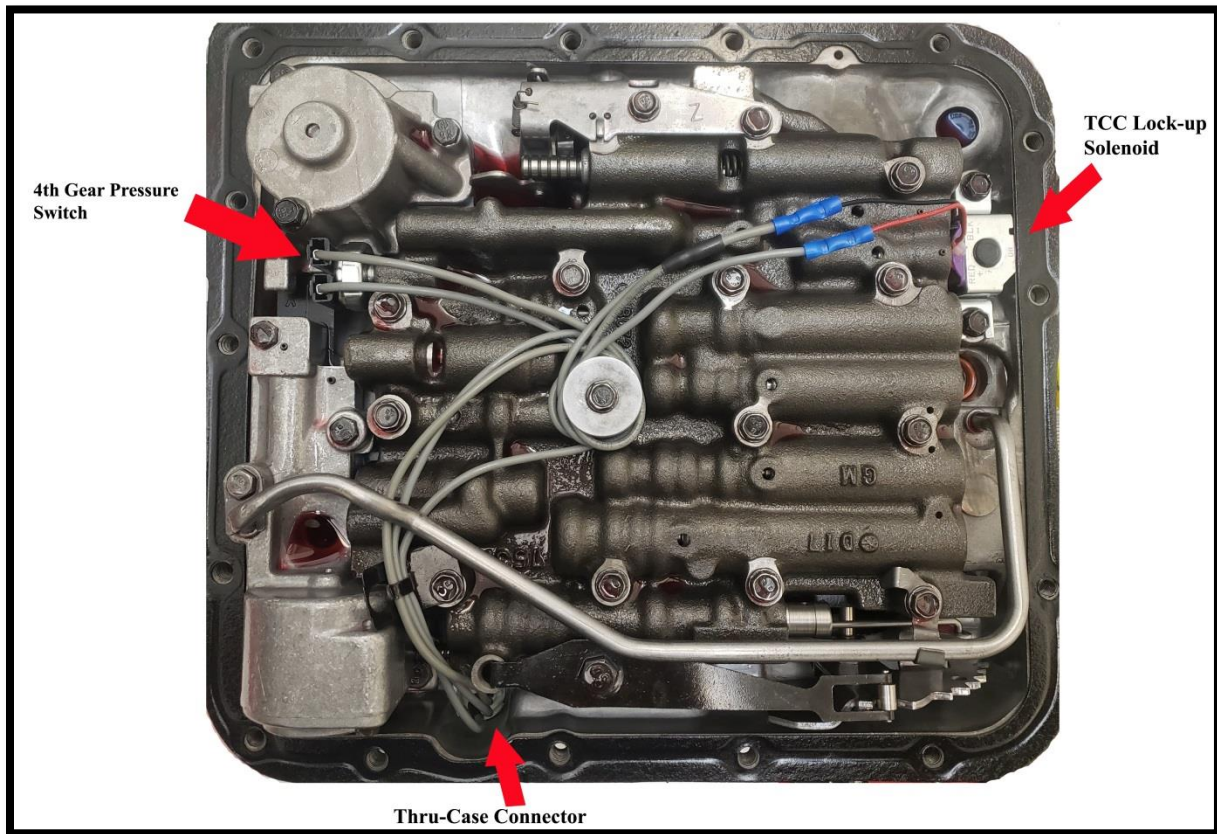


JEGS Universal Torque Converter Clutch Lock-up Kit #60324

Compatible with 700R4 and 200R4 Transmissions

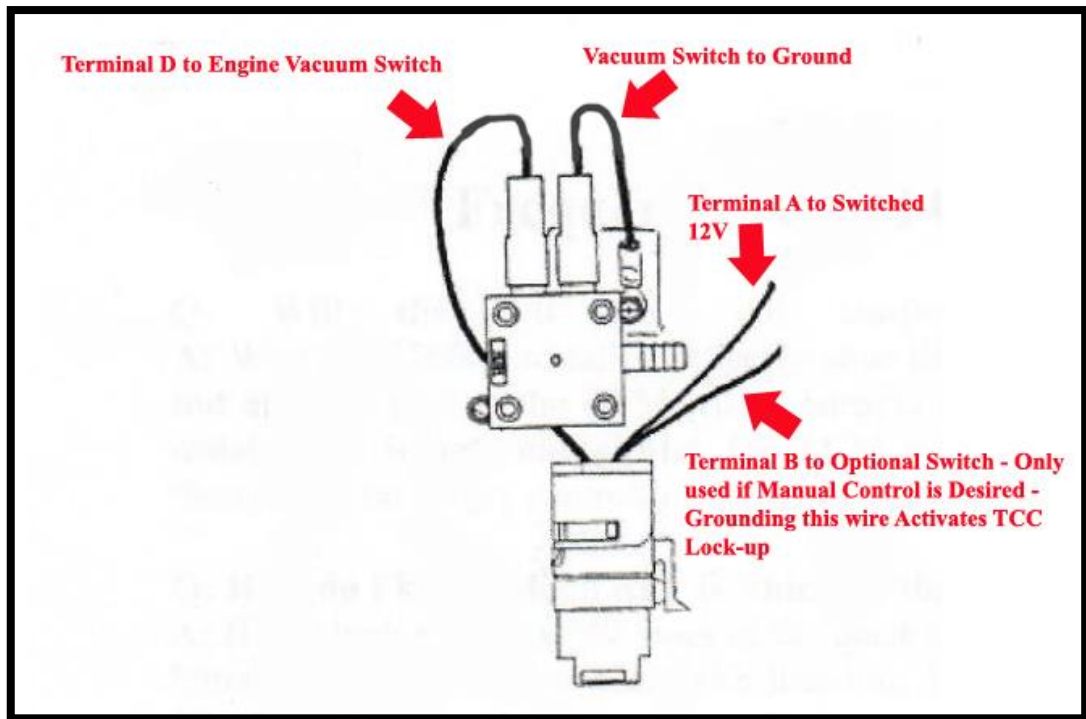
1. Using the proper procedures, drain and remove your transmission pan. If your transmission doesn't have a drain plug, now would be a good time to add one for easier serviceability. We recommend JEGS transmission pan drain plug kit #555-60175.
2. Now that the pan has been removed carefully remove the factory wiring harness. The plastic thru-case connector also needs to be removed and discarded; you will replace it with the new thru- case connector provided with this kit. (See Diagram 1)
3. Using the provided diagram locate the 4th Gear Pressure Switch and replace it with the included pressure switch, The switch should be tightened to 8 foot pounds. (See Diagram 1)
4. The JEGS Lock up kit will only work With transmissions using the two wire lock-up solenoid, if your transmission has a single wire solenoid then you will have to replace it with a two wire solenoid such as GM # 8654126. Once you've determined you have the proper solenoid, cut the solenoid wires leaving roughly 2-1/2" of wire remaining as shown in the Internal wiring Image. Now it's time to install the JEGS Internal Wiring Harness, Start by examining the thru case connector with attached Harness. On the bottom of the connector the terminals are marked – A, B, and D Take note of these positions as they will be referred to later.
5. To Install the Internal Wiring Harness, you must first install the Included O-ring on the thru case connector. After the O-ring has been installed carefully feed the wiring harness thru the opening in the case until the thru- case connector snaps in place. Now using the provided wiring diagrams begin making the internal connections. (Diagram 1 & 3)
 - Terminal A – Connects to Positive Side of Torque Converter Clutch Solenoid.
 - Terminal B - Connects to Negative Side of Torque Converter Clutch Solenoid and 4th Gear Pressure Switch.
 - Terminal D - Connects to 4th Gear Pressure Switch.
6. Once all Connections have been made, carefully secure the wiring harness and Install the new Transmission Filter, followed by the Transmission gasket and pan.
7. You will now need to mount the vacuum switch in a convenient location, once mounted you will need to connect a vacuum line from the engine to the switch.
8. Using the provided diagram make the final connections to the External Harness. (Diagram 2)
 - Terminal A – Connect to Switched 12V Source
 - Terminal B – Connect to Optional Switch, Only if you desire Manual Torque Converter Clutch Control.
 - Terminal D - Connects to vacuum switch

9. The Vacuum Switch is preset to 10 inches of vacuum, should you experience Torque Converter Clutch Cycling due to low engine vacuum, or if you want to Change the Activation point, the Switch can be adjusted with a Small Flat blade screw driver. Clockwise lowers the Torque Converter Clutch activation point and counterclockwise raises the activation point.



Internal Wiring (Diagram 1)

(This Image Shows a Properly Installed Harness)



External Wiring (Diagram 2)

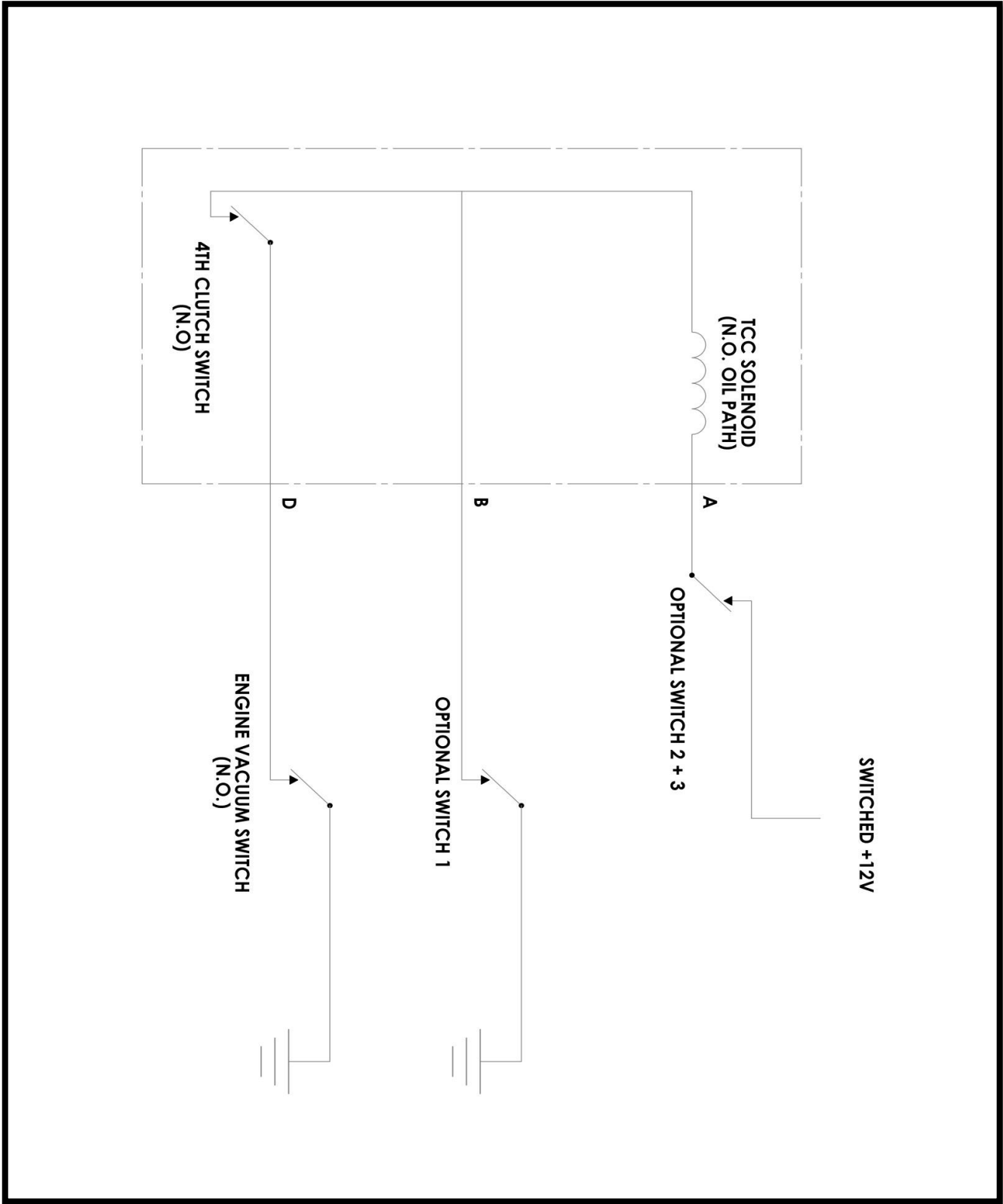


Diagram 3