



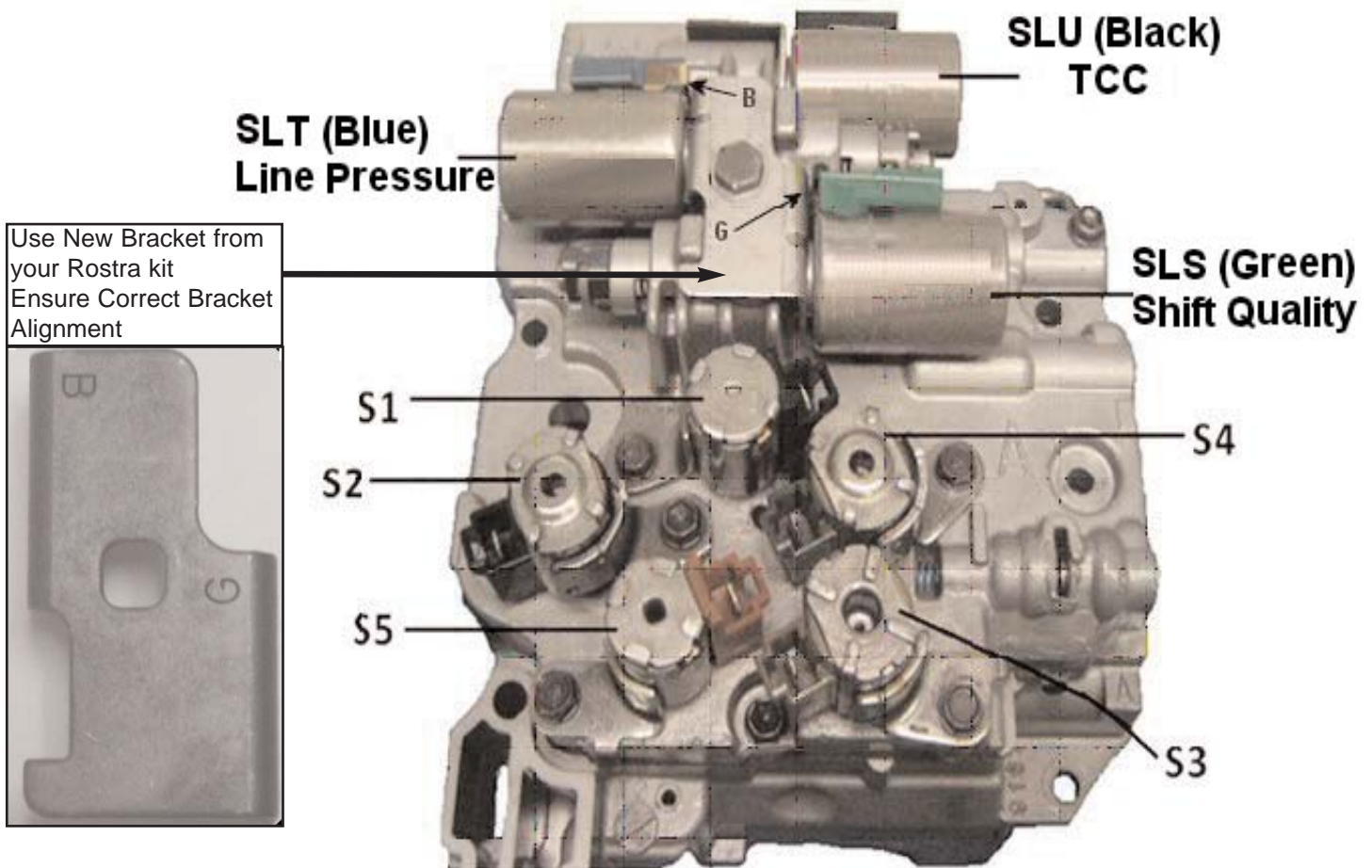
AW 55-50 Linear Solenoid Installation Instructions

SLU Installation: Remove the mounting bolt holding the SLU solenoid in place, remove the original solenoid. Install the new Rostra SLU solenoid with the connector rotated in the direction shown. Reinstall original mounting bracket.

SLT,SLS Installation: Remove the mounting bracket which retains both SLT, SLS solenoids and discard. Remove the original solenoids from their bores. Install The New Rostra SLT solenoid in the position shown with the Blue connector rotated as shown. Install the SLS Solenoid in the position shown with the Green connector rotated as shown. Install the new Rostra mounting bracket.

Note: Failure to install the solenoids with the proper connector location will cause transmission malfunction.

SLU, SLT, SLS solenoids all install with the connectors rotated as shown. This applies for all valve body versions! The supplied Rostra mounting bracket must be used with correct orientation. Do Not Install Upside-down!



General note:

To ensure proper vehicle operation special attention must be paid to key wear areas within the valve body. If worn, they must be repaired before installation of the Rostra solenoids.

All Rostra solenoids have been pre-calibrated and tested to match the nominal Original Equipment calibration of a properly functioning valve body. Due to variations in valve body wear and computer shift adapt strategies solenoid adjustment may be required.

Adjustment Instructions:

Adjust screw to resolve the following symptoms. For example, turning the SLT solenoid screw in will resolve delayed drive engagement. Start with SLT solenoid and adjust until symptoms are resolved, then adjust SLS and finally SLU. Symptoms in bold are key indicators of correct calibration. For faint symptoms turn ¼ - ½ turn, for intense symptoms turn ½ - 1 turn. After every adjustment perform the suggested relearn procedure.

Order	Solenoid	Turn Screw In	Turn Screw Out
1st	SLT	(Increase Pressure) <ul style="list-style-type: none"> •Delayed drive engagement often w/bump •Double bump drive engagement •Low Speed Flare 2-3, 3-4 	(Decrease Pressure) <ul style="list-style-type: none"> •Quick firm drive engagement •Bind up 2-3 •3-2 Bump •Long Flare 2-3
2nd	SLS	(Increase Pressure) <ul style="list-style-type: none"> •Soft Shifts •Flare 3-4 •Flare 4-5 	(Decrease Pressure) <ul style="list-style-type: none"> •Delayed/Harsh Reverse Engagement •Harsh/Bind Up 2-3 •Harsh 1-2 •3-2 Bump
3rd	SLU	(Decrease Pressure) <ul style="list-style-type: none"> •Loss of TCC Lock-up •Early TCC Lock-up •Soft 1-2, 2-1 Shifts 	(Increase Pressure) <ul style="list-style-type: none"> •Late TCC Lock-up •Harsh 1-2 •Harsh 2-1

Relearn Procedure:

1. 5 Garage Shifts (PRND) and stalls remaining in each gear for 5 seconds.
2. 5 Light 1-4 Shifts at 10% throttle under 30 MPH coming to a stop between trials
3. 5 Medium 1-5 Shifts at 50% throttle coming to a stop between trials.
4. 5 Manual 5-1 Downshifts.

Rostra Solenoid Part numbers:

52-0458	SLU All applications	52-0470	S2, VOLVO/NISSAN
52-0464	SLS All applications	52-0471	S2, SATURN/SAAB/GM
52-0466	SLT All applications	52-0472	S3 All applications
52-0468	S1, Early VB, (Thru A)	52-0473	S4 All applications
52-0469	S1, Late VB (B-C)	52-0474	S5 All applications