D 36410A

1995 MLP/TR SENSOR CONNECTOR ASSEMBLY SWAP INSTRUCTIONS

Kit Contents – F5TZ-7A247-AVMR		
Part Number	**Description**	**Quantity**
F4TB-14A464-AAB	Connector Assembly	1
F3DB-14A468-CB	"Red" Pin Separator	1
E9TB-14603-CA	6-Pin Grommet	1
F4SB-14603-LA	7-Pin Grommet	1
I.S. 6628A	Instruction Sheet	1

This kit is to be used when installing a remanufactured E4OD-Transmission in a 1989-1994 vehicle.

SERVICE PROCEDURE:

1. The new connector assembly contains an eight (8) hole grommet. Remove grommet retainer by gently prying up on four (4) sides of retainer with small screwdriver. Remove the eight (8) hole grommet. If a six (6) or seven (7) hole grommet is required, select the correct grommet.

Vehicle Harness Connector Replacement

NOTE: On some applications, it may be necessary to disconnect solenoid body connector. This will provide extra wiring harness accessibility to simplify the TRS connector replacement. First, remove the two (2) solenoid connector heat shield screws, and remove heat shield. Then, carefully depress the release button and pull up on the harness to release the connector. Do not pry connector.

2. Using a pair of needle-nose pliers, grasp the "red" pin separator plate from the old dual-tab MLP/TR sensor connector and pull straight out (refer to Figure 1).

3. Using a small, thin flat-bladed screwdriver (jewelers type), or equivalent, gently insert down into the connector body and release the "locking finger" for the connector terminal. At the same time, grasp the associated wire and gently pull the terminal/wire assembly through the back of the connector (refer to Figure 2).

CAUTION: THE TERMINAL AND WIRE ASSEMBLIES MUST BE REMOVED FROM THE OLD CONNECTOR AND INSERTED INTO THE NEW CONNECTOR ONE AT A TIME.

4. If wires or terminals exhibit signs of damage, such as: corrosion, water intrusion, pinched wires, frayed wires, and/or bent terminals, they should be replaced. If you must splice into the harness, refer to "Splicing Instructions" on Sheets 4 thru 6.

CAUTION: TO AVOID SLICING THE GROMMET, THIS STEP MUST BE FOLLOWED EXACTLY. DO NOT ATTEMPT TO INSERT PIN/WIRE INTO THE CONNECTOR ASSEMBLY WITHOUT FIRST REMOVING THE BACK COVER AND GROMMET. THIS WILL CUT THE GROMMET, ALLOWING WATER AND CONTAMINATES TO ENTER CONNECTOR.

5. With the grommet and back cover removed from the connector, insert the pin/wire assembly through the back cover, through the selected grommet, then into the connector sleeve. Make sure that each assembly is properly seated into the new connector (a "snap" should be felt and heard), (refer to Figure 3).

NOTE: The pin/wire assembly can only be inserted into the connector one way.

6. Repeat Steps 3, 4 and 5 for the remaining terminal/wire assemblies. Be careful to ensure that the assemblies are inserted into their correct locations
7. Insert grommet by sliding up the wires into connector housing. Install the back cover by sliding up the wires onto connector and snap into place.
8. Install new "red" pin separator into the connector (if not already installed upon delivery), using a pair of needle-nose pliers.
9. Install new connector/sleeve assembly onto the new MLP/TR sensor.
10. If previously removed, reinstall solenoid connector, heat shield and the two (2) shield screws.
11. Clear all DTC's, road test, and re-run On-Board Diagnostics to verify repair.
12. The technician may charge .2 hr. labor to replace this connector.

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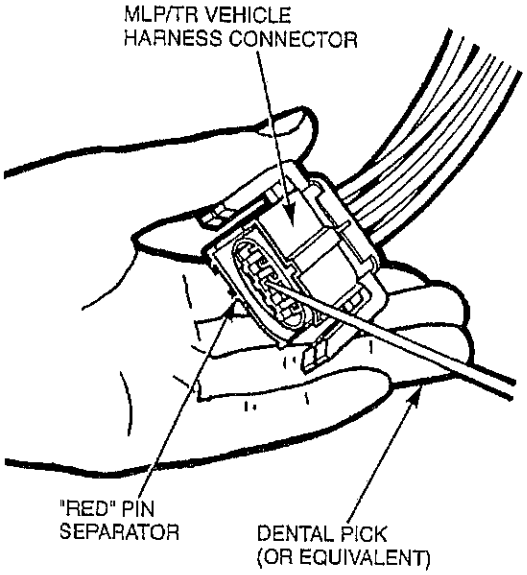


FIGURE 1

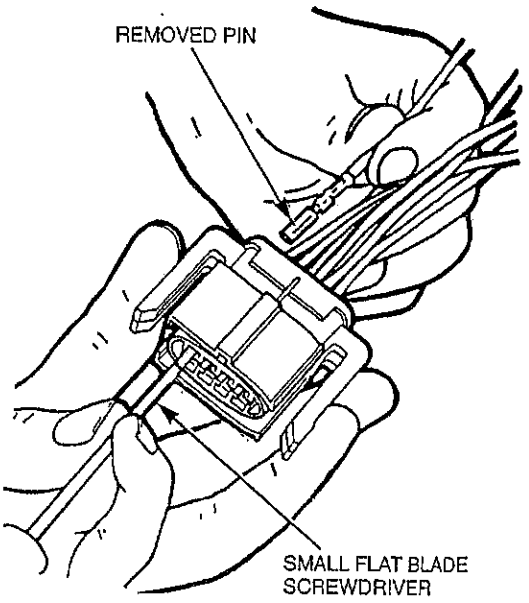
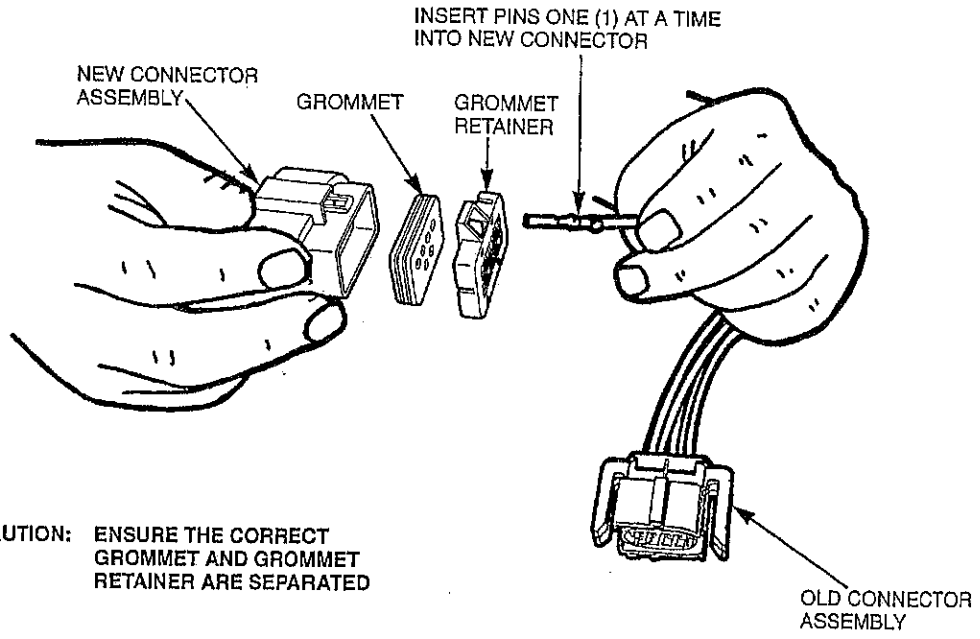


FIGURE 2



CAUTION: ENSURE THE CORRECT GROMMET AND GROMMET RETAINER ARE SEPARATED

FIGURE 3

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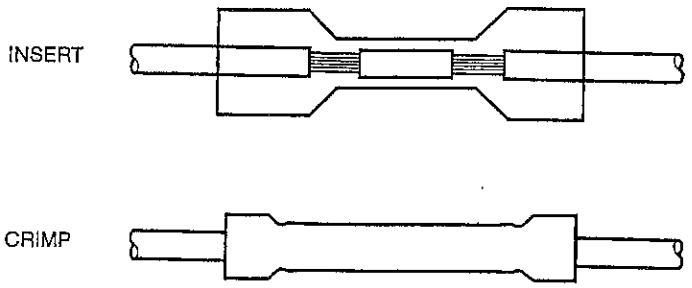
If the wires or terminals exhibit any signs of damage such as: corrosion, water ingestion, pinched wires, frayed wires and/or bent terminal, wire splice materials are provided in this kit and should be used to ensure proper replacement.

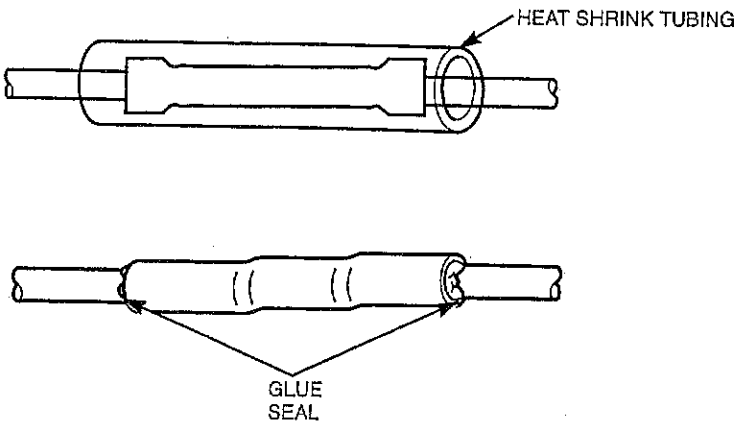
WIRE CRIMP SPLICE INSTRUCTIONS:

1. Strip 1/4" of insulation from transmission harness wire and twist wires together.

2. Insert transmission harness wire and service kit wires into splice tube. Crimp splice tube.



3. Install heat shrink tubing over splice tube and heat with a heat gun. Do not use open flame or hair dryer.



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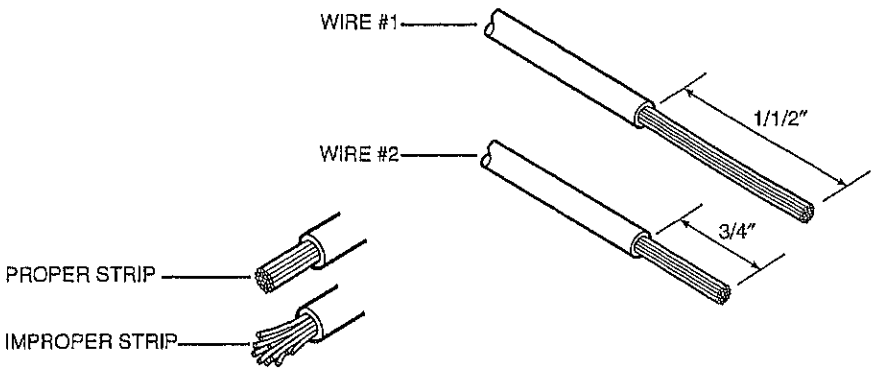
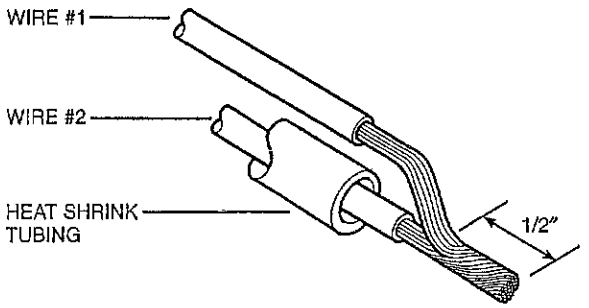
WIRE SPLICE SOLDERING INSTRUCTIONS:

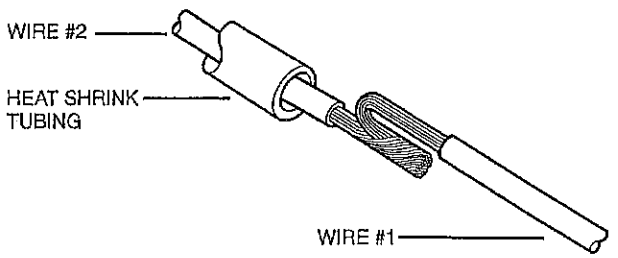
1. Strip 1-1/2″ of insulation from Wire #1 and 3/4″ of insulation from Wire #2. Pull wire straight from stripper. If wire is pulled at an angle, wire strands may be cut off. If more than one strand is cut off during stripping, cut off end and restrip.



2. Twist and solder the wires (don't forget to install the heat shrink tubing first). Use Rosin Core Mildly Activated (RMA) solder. DO NOT use acid core solder.



3. Form (bend) the circuit into a shape for sealing.



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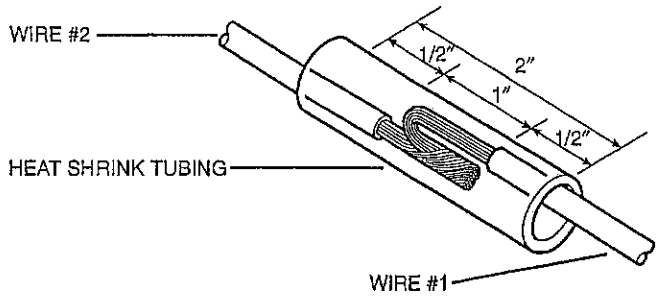
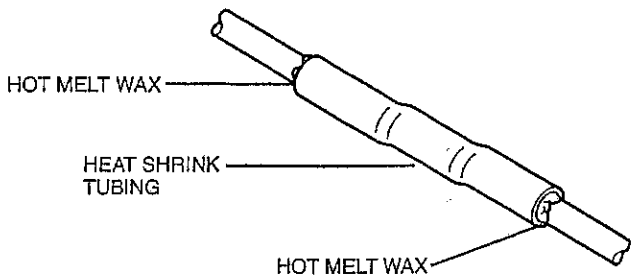
WIRE SPLICE SOLDERING INSTRUCTIONS (Cont'd)

4. Reposition heat shrink tubing over splice.



5. Heat the entire length of the heat shrink tubing until the hot melt wax appears from both ends of the tubing.

NOTE: Durability of a heat shrink tubing splice is dependent on the hot melt wax that will appear from both ends of the tube. The hot melt wax forms an adhesive seal between the wire insulation and the heat shrink tubing, which prevents air and moisture from entering the solder point.



WARNING: USE HEAT GUN ONLY. DO NOT USE HAIR DRYER OR FLAME TO HEAT THE SHRINK TUBING.

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