



# AW55-50SN - Important Notice!

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### COMMON PROBLEMS AFTER INSTALLATION

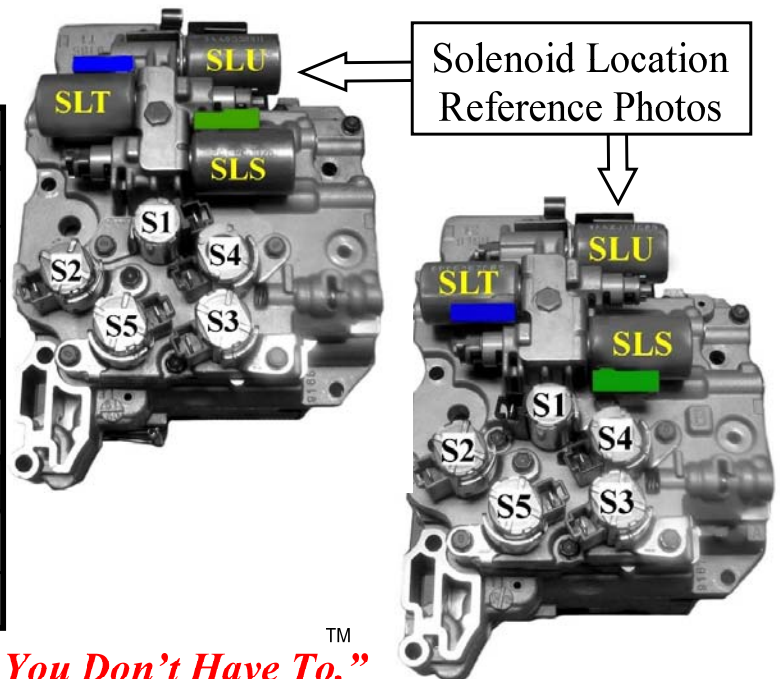
- 1.) Shift Quality & Engagement Feel Concerns: This is a computer controlled transaxle that uses adaptive learn to adjust the shift feel & engagement timing. Whenever the transaxle is rebuilt, replaced, or if the valve body is replaced, the shift adapts ***must be cleared and relearned!*** The procedure is different for each manufacturer. Numerous engagement & shifting problems can remain after rebuild that the relearn procedure will correct. Most vehicles need computer software reflashes to correct specific shift & engagements problems.
- 2.) No 3rd Gear - Do Not Remove the Big Bolt On Top of Transaxle - it is NOT for filling the transaxle! It is the band anchor bolt. Removing the band anchor bolt causes the band to fall out of position resulting in no 3rd gear.
- 3.) Wrong Gear Starts/Delayed Engagements: It's not uncommon for solenoid wires to be installed on the wrong solenoids, especially the S1 switched with the S3. ***Do NOT go by the connector color, use the wire color chart below.***
- 4.) Assorted Solenoid Codes: Assorted solenoid codes occur when wires are pushed out of the harness side of the transmission connector on Volvos.
- 5.) Electrical Codes for the SLU, SLS & SLT Solenoids: These occur when spade connectors bend out of the way and create an open circuit or intermittent connection. Spade connectors are very thin & easily bent. Please use extra care when pushing wire connectors into place.
- 6.) Slips, Delays & Low Line Pressure: Please use care when installing the valve body so that the valve body to case gasket does not fold over and allow air into the suction side of the pump, creating low line pressure, slips and delays.
- 7.) 2-3 Flair: Most vehicles have a software reflash for this complaint. During transmission overhaul, shorten the servo travel to .100" - .125". Volvo also has an upgraded servo - *see Volvo Bulletin # 43-37 dated 2-25-03*. Air check the servo through the case to verify no leakage at the o-rings on the ends of the tubes.

### CORE RETURNS

We receive a large quantity of cores with broken solenoids. At this time, new solenoids are not available separately, therefore *please remove the SLS, SLT & SLU linear solenoids from the valve body & pack them in the box with the valve body. Please protect these solenoids when repackaging the valve body core for return. Thank you!*

Solenoid Wire Color Chart

Sol.	Connector Color	Wire Color
SLU	BLACK	1 GREEN 1 BROWN
SLT	BLUE	1 GREEN 1 GRAY
SLS	GREEN	1 BLUE 1 RED
S1	BLACK	WHITE
S2	BLACK or GRAY	BLACK
S3	GRAY	YELLOW
S4	BLUE or GREEN	PURPLE or RED
S5	GREEN or RED or GRAY	BLUE or BLACK



***"We Build Them So You Don't Have To."***