



## Installation Instructions

# 700R4 LOCK UP CONTROL MODULE

Thank you for purchasing the 700R4 Lock Up Control Module. At Bowler Performance Transmissions we bring you the highest quality product, with the simplest installation. Our electronics were developed to the standards of the U.S. Military, and are packaged in an epoxy coated module with the lock up connector built into it.

**Important:** Do not attempt this installation on a hot transmission!

### Step 1:

You will need to drain the transmission pan. Loosen the pan bolts starting at the rear of the pan and work around to the front. Leave at least 2 bolts at the front loose. This will help hold the pan at an angle, to drain the fluid.

**Note:** You can reuse transmission fluid if no contamination occurs.



(Photo 1)

### Step 2:

After removing the pan, you will remove and replace your existing lock up solenoid by removing two 10mm bolts, and installing supplied solenoid. Re torque 10mm bolts to 100 inch lbs. (Photo 1)

### Step 3:

Install new switch provided in the fourth gear clutch tap. **Note:** There will only be one switch in the transmission that will be used. Same on all 700R4. (Photo 2)



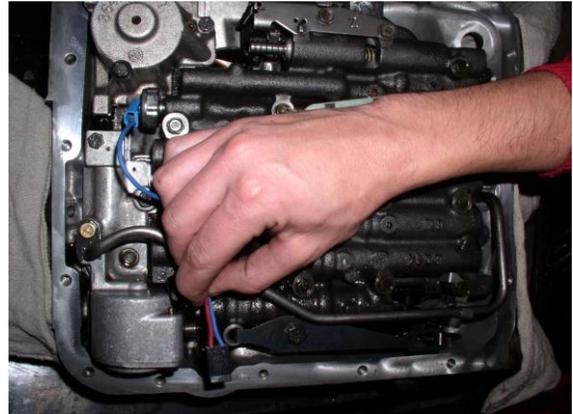
(Photo 2)

Step 4:  
Plug the single connector into the prong switch. (Photo 3)



(Photo 3)

Step 5:  
Install the black square connector into the pass through connector in your case.  
**Note: Make sure lock tab is aligned correctly.**  
(Photo 4)



(Photo 4)

Step 6:  
Install the new supplied transmission filter. Re-install the pan with the new supplied gasket, re-fill the transmission with DEXTRON 3 Transmission Fluid.

Step 7:  
Plug the control module and connector into the pass through connector on the outside of the transmission. Run the red wire to a fused keyed hot terminal. **Note: At least 2 amp.** (Photo 5)



(Photo 5)

The box is preset to turn lockup on 8-10 seconds after the transmission shifts into 4<sup>th</sup> gear. This gives you a better feel to 4<sup>th</sup> gear and isn't as hard on the lock up clutch inside the torque converter. This allows your engine to build up adequate RPM before going into lock-up, eliminating lock-up stacked on top of 4<sup>th</sup> gear, reducing engine lug giving your vehicle better performance and fuel efficiency.

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