



Technical Service Information

AW55-50/SN SERIES

VALVE BODY and SOLENOID I.D. FOR SERVICE

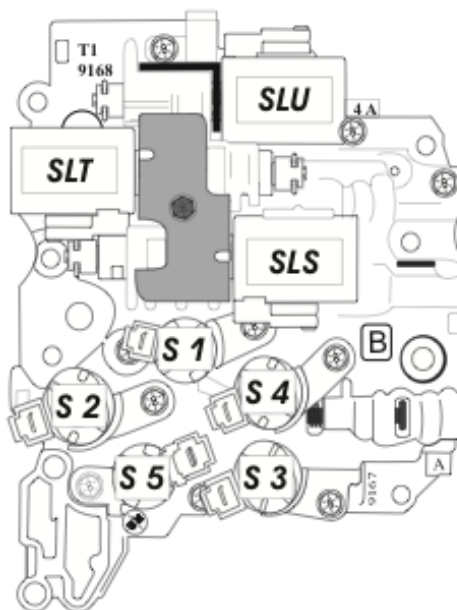
SOLENOID WIRE COLOR CHART

SOLENOID I.D.	SOLENOID CONNECTOR COLOR	WIRE COLOR
SLU	BLACK	1 GREEN 1 BROWN
SLT	BLUE	1 GREEN 1 GRAY
SLS	GREEN	1 BLUE 1 RED
S 1	BLACK	WHITE
S 2	BLACK or GRAY	BLACK
S 3	GRAY	YELLOW
S 4	BLUE or GREEN	PURPLE or RED
S 5	GREEN or RED or GRAY	BLUE or BLACK

SOLENOID LOCATION

For Nissan Units:

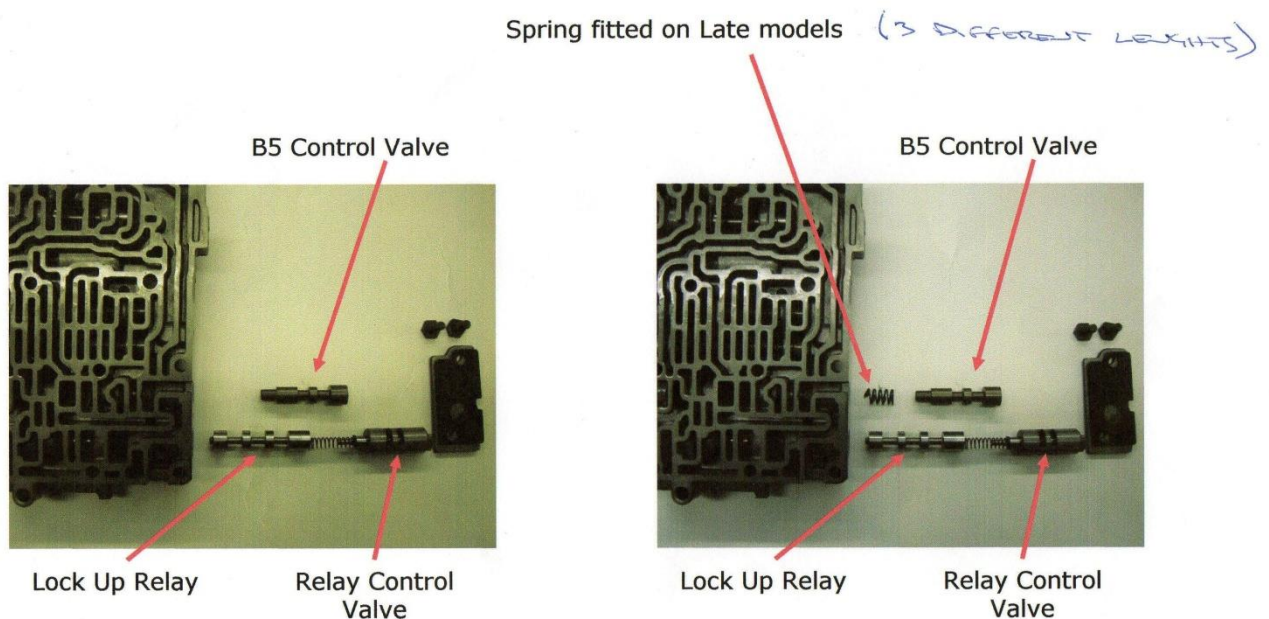
PCA = SLT
PCB = SLS
PCC = SLU
A = S 1
B = S 2
C = S 3
D = S 4
E = S 5



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Figure 10

Specification Changes



B5 Control Valve spring

The change corresponds to a specific separator plate and TCM calibration.

Check the valvebody that you take off the transmission for the B5 Control valve spring.

If it does have a spring, make sure you put this spring in your new valvebody.

If your old valvebody does not have a spring, make sure that the new valvebody you install does not have a spring either. If the new valvebody does come with a spring, just take the spring out.

Mismatching can cause:

Harsh 3-2 shift

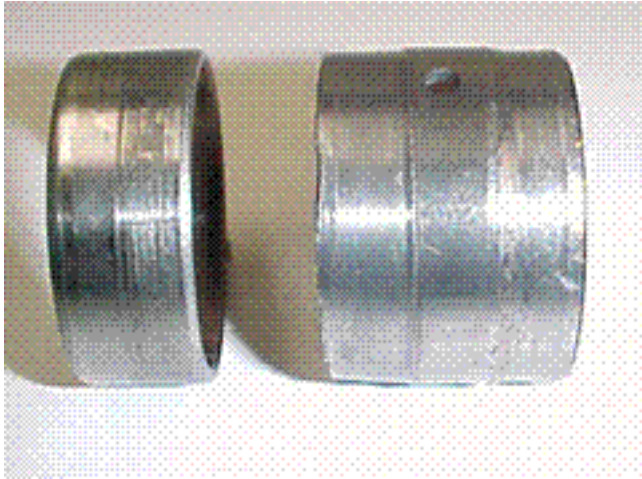
Firm 2-1 shift

Firm Reverse engagement.

AW55-50 / AW55-51 Planetary Bushing

This planetary unit has a common flaw.
The bushing closest to the sun gear is poorly supported and likes to spin in the cage.

It ruins the cage destroying the bushing fit.



Bore out the cage to clean up the wear and also remove an unmachined shoulder between the bushings.

Install a single piece bushing to replace the two bushings and it becomes a better-than-stock repair.

This oversize 1-piece bushing is currently available.

