GM 8L90

SHIFTS 3-NEUTRAL

COMPLAINT: During the rebuild of an 8L90 Transmission, the internal wire harness was replaced due to a faulty transmission temperature sensor which is a common failure. After repairs and installation were completed, during the road test the transmission lost fourth through eighth gears and shifts from third to neutral. No codes were stored due to the short road test and immediate return to the shop.

CAUSE: The new wiring harness is one piece requiring the entire valve body to be removed to change the harness. The new wiring going to solenoid connectors are straight with no bends. This allowed internal wire harness solenoid connectors for the Default Control Solenoid and the 1-2-3-4-5-Reverse Boost Solenoid to be easily cross connected as seen in figure 1. The white connector is plugged into the Default Control Solenoid and the gray connector is plugged into the 1-2-3-4-5-Reverse Boost Solenoid. This is incorrect.

CORRECTION: In figure 2 the gray connector is plugged into the Default Control Solenoid and the white connector is plugged into the 1-2-3-4-5-Reverse Boost Solenoid. This is correct.

SERVICE INFORMATION:

8L90 Transmission Case Connector.....24297371
8L90 Internal Wire Harness (Non-Auto Stop Start).....24298757
Rostra 8L90 Internal Wire Harness.....350-0162

NOTE: There have been many changes to the 8L90 internal wire harness and therefore many associated part numbers. The part number listed here is the latest known part number for the current two piece internal wire harness for transmissions that do not have the Auto Stop/Start feature.

Using the two piece wire harness will require valve body removal due to the speed sensor wiring which is located above the valve body.

Many thanks goes to ETE Reman's Line Supervisor Keith Burki

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CROSS CONNECTED

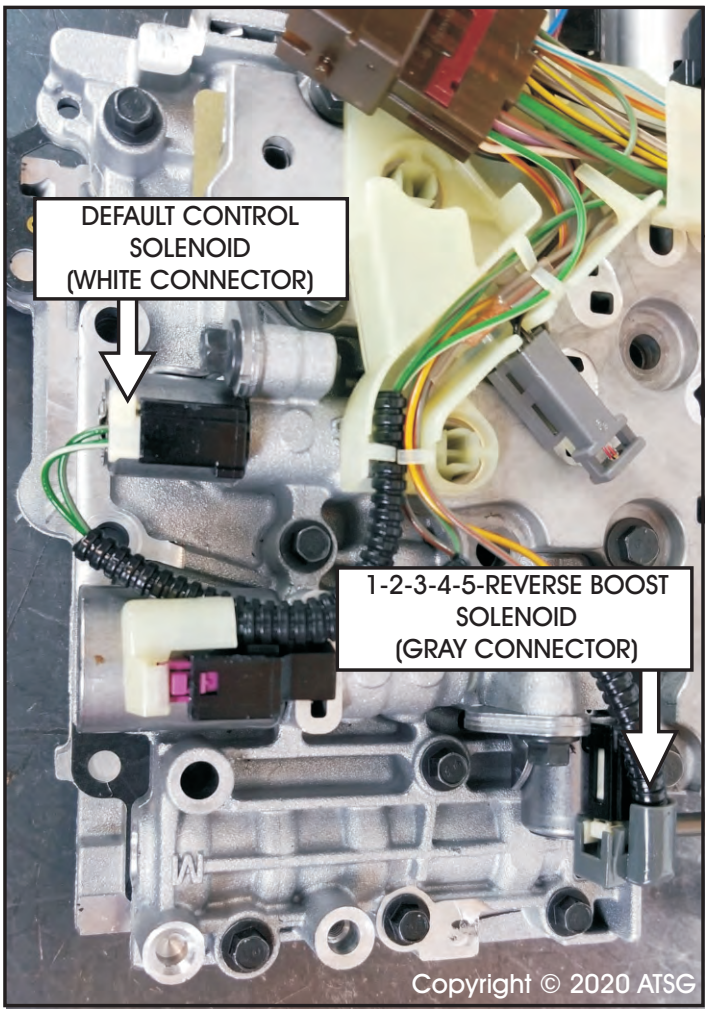

Figure 1

CONNECTED CORRECTLY

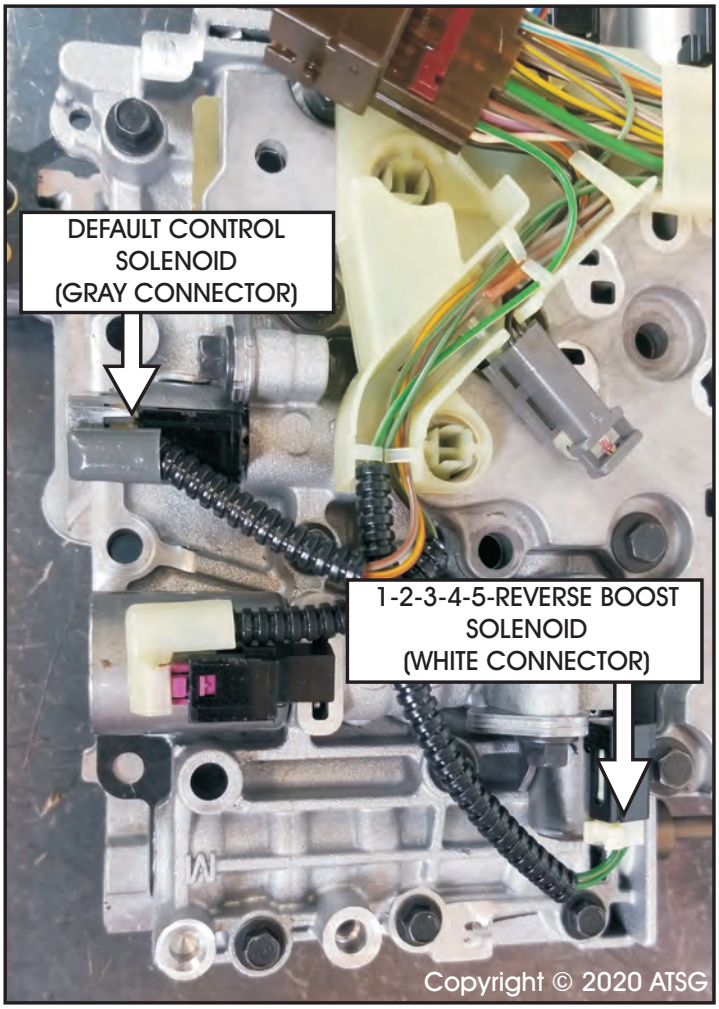

Figure 2