



## 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. DISREGARD ANY OTHER SWITCHES JUST LEAVE IN PLACE NO WIRES GOING TO THEM. (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)



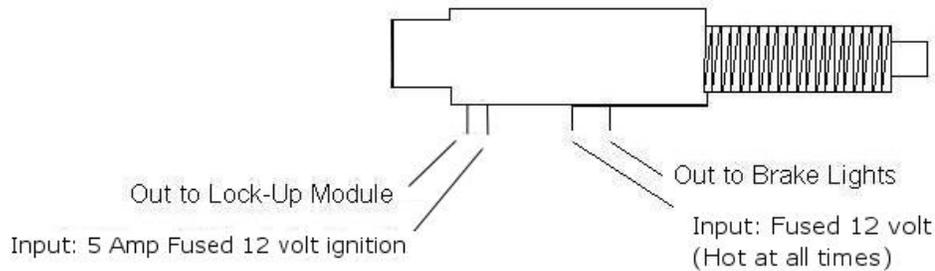
(Photo 5)

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.

**Bowler Performance Transmissions Inc. (618) 943-4856**

Revision for install instructions. We have added a new brake switch for our lock-up module. This addition will give you better control of the unlock condition. Please replace your current brake switch with the new switch included (unless you already have a brake switch that has a normally open and normally closed side). The red wire coming from the lock-up module needs to be hooked up to the normally closed side of the brake switch. Adjust the brake switch and confirm that your brake lights are working properly.

## Brake Switch to control brake lights and Lock-Up control Module



### \* Notes

\*\* The above switch is listed as the button is pushed in when the brake is not applied and released when the brake is applied. If your brake switch is operated the opposite way, please switch the wires accordingly. Please contact Bowler's if you have any questions or concerns

### Option when you have an under the floor style brake switch or there is no provision for a brake switch under the dash.

WIRING DIAGRAM FOR VEHICLES USING A PRESSURE STYLE 2 PRONG BRAKE SWITCH. O'REILLY PART NUMBER R3177. NOT INCLUDED IN KIT.

