

DHD 100-501 Line Pressure Modifier LML/L5P Allison



Tools Needed:

8mm Deep Socket	13mm Shallow Socket
Ratchet	Pick
Pliers	Lb. Ft. Torque Wrench

1. Confirm your kit includes:

- (1) Line Pressure Modifier
- (1) O-Ring
- (1) Cotter Pin

2. With the vehicle in park, disconnect the batteries and drain the transmission fluid.

3. Remove the transmission pan and locate the EPC Solenoid. The EPC Solenoid can be identified by its 8mm bolt and retainer holding it into the valvebody. See Fig. 1.

4. Using a small pick, apply pressure to the harness lock in the center of the electrical connector. Carefully remove the connector. Fig 2.

5. Remove the 8mm bolt and stamped retainer. *SAVE FOR REASSEMBLY.*

6. Remove the solenoid from the valve body and install it into the machined opening on the back of the modifier. Use the provided cotter pin to secure the solenoid in the modifier. (Hint: Spin the solenoid until its orientated in a way that allows the pin to pass through freely.) The finished product should look like Fig. 3.

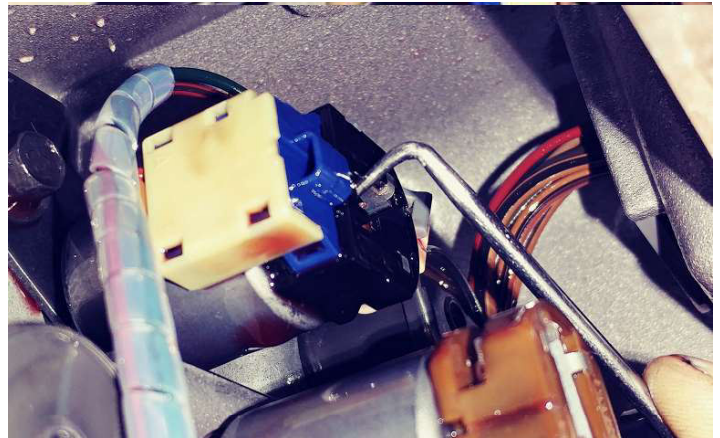
7. Reinstall the assembled modifier and solenoid into the valve body. The original stamped retainer will now engage the modifier. Tighten the 8mm bolt to 10 lb ft. Reconnect the electrical harness. Fig. 4.

8. Confirm your sump filter is secure and reinstall the transmission pan. Torque pan bolts to 23 lb ft. Refill and confirm oil level.

9. Install is complete. No break-in or relearn required.



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