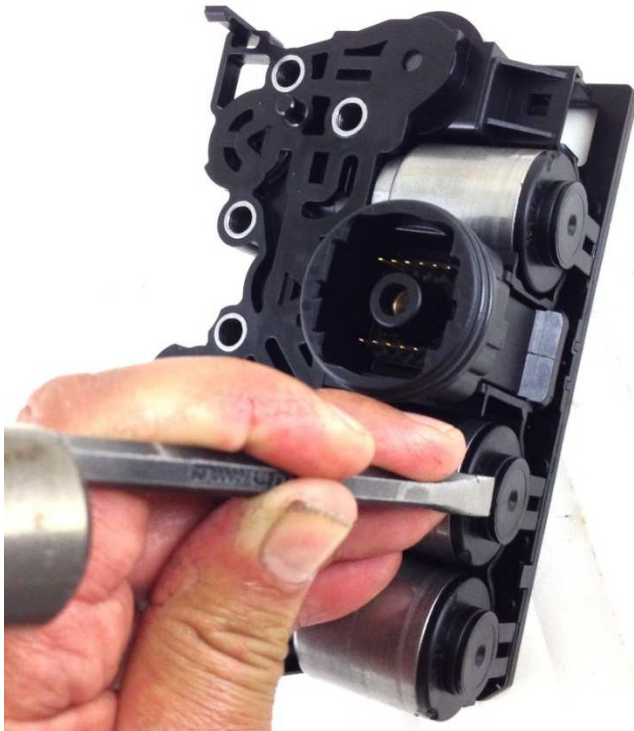




***Innovative Solenoid Solution  
Addresses Most of the Common  
Vehicle Complaints that are Linked  
to VFS Solenoid Functional Failures.***

## **Ford 5R55N/W/S Solenoid Rebuilding**

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After verifying there are no electrical problems on the solenoid circuits, start by removing and discarding the caps at the end of the PCA, PCB and PCC solenoids.



# Ford 5R55N/W/S Solenoid Rebuilding

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Measure and record the depth of each solenoid plunger bushing.

**PCA:** \_\_\_\_\_

**PCB:** \_\_\_\_\_

**PCC:** \_\_\_\_\_

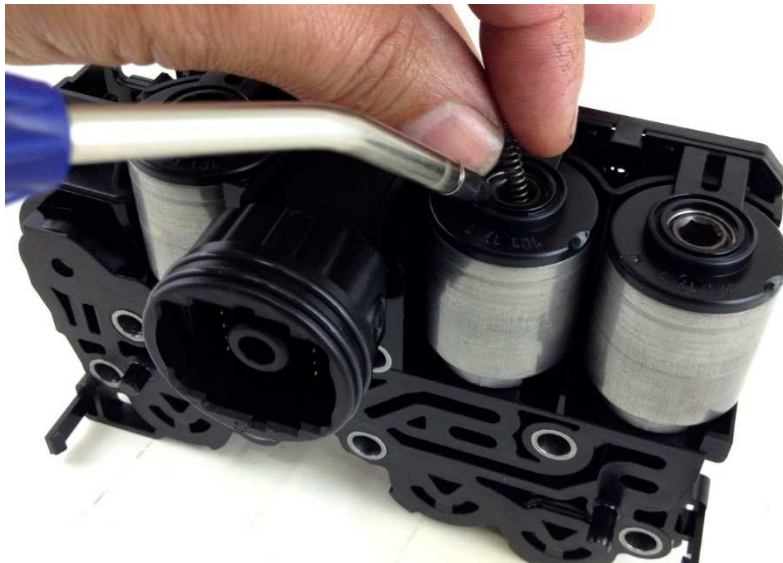


Using a T20 torxe socket remove the plunger bushing from PCA, PCB and PCC solenoid, being careful not to loose the spring between the bushing and plunger.

# Ford 5R55N/W/S Solenoid Rebuilding

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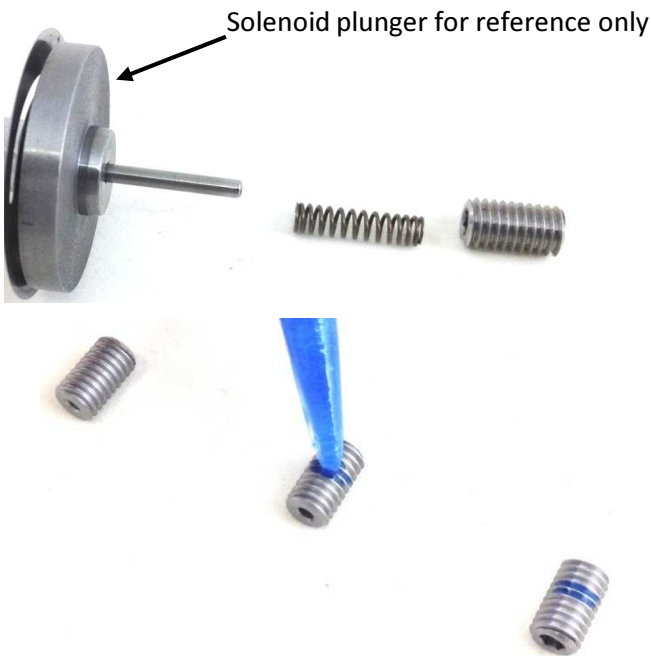
You can use a small magnet to remove the plunger spring or use compressed air using the following procedure: Place finger forming a cup at the top of the solenoid and the with an air nozzle at an angle and gently blow air into the solenoid being careful not to loose the spring.



Clean solenoid block thoroughly including inside the PCA, PCB and PCC solenoids. Important to have minimal or no oil residue to ensure good bonding of the loctite.

# Ford 5R55N/W/S Solenoid Rebuilding

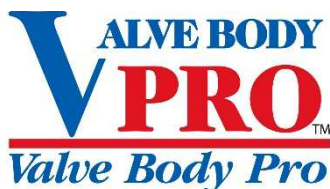
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Install the plunger solenoid springs back inside the PCA, PCB and PCC solenoids. Place a drop of loctite on the center of the new **Maxx Fluxx™** plunger bushing. **Patent Pending.**



Using a 7/64 allen wrench, install the **Maxx Fluxx™** bushings on PCA, PCB and PCC to the original depth  $\pm 0.002-0.003$



For more info please visit us on the web  
[www.valvebodypros.com](http://www.valvebodypros.com)  
Or Call 408-287-4500