

OVERDRIVE SOLENOID INFO SHEET

CAUTION: incorrect adjustment can cause major transmission and overdrive damage by having the solenoid come on when it shouldn't be. Also, you'll risk cooking the solenoid.

All solenoids should be tested before fitting it to the car. A good solenoid will almost jump in your hand when energized. Cleaning points or checking alignment of points often will get a solenoid going again. While the cap is off, check to see if the points to the primary winding open up when the plunger is at the top of the stroke.

How to set the adjustment:

On late model overdrive units there is an adjustment to limit the overall travel of pinch bolt lever operated by the solenoid plunger. On earlier models, you can install a 10/32 machine screw in the hole below the solenoid. Use a nut both below and above the hole to keep the screw in place.

The adjustment setting seems to work best at 3/16" to 7/32".

You would want half of the travel to be free and the other half of travel to lift the spring loaded ball. You should be able to feel the resistance in the transition between free play and when the ball starts to lift (at the half way point).

Check to see if at the on position, the adjust. lever can still be lifted slightly--this will ensure the primary points are opened and the secondary winding is holding the plunger. You can double check your adjustment by using the factory manual method and it should be very close.

The method outlined above takes into account wear on the components and address the overall lift of the plunger.