

ACDelco 24228787 AW55 Valve Body Replacement Part for use in Volvo Transmission

- Two changes required to make valve body compatible with Volvo
 - S2 solenoid swap and removal of B5 Control Spring removal is typically required
- Wire harness wire length modification or replacement

Reference for S2 location, type, comparison type between GM and Volvo

<https://www.sonnax.com/parts/4195-remanufactured-valve-body>

Volvo V70 XC70 Valve body replacement how-to guide. Excellent guide by Astro-14

<http://www.volvexc.com/0/resources/how-to/pdf/2002-V70-XC-Valve-Body-Replacement-Notes.pdf>

S2 solenoid swap required

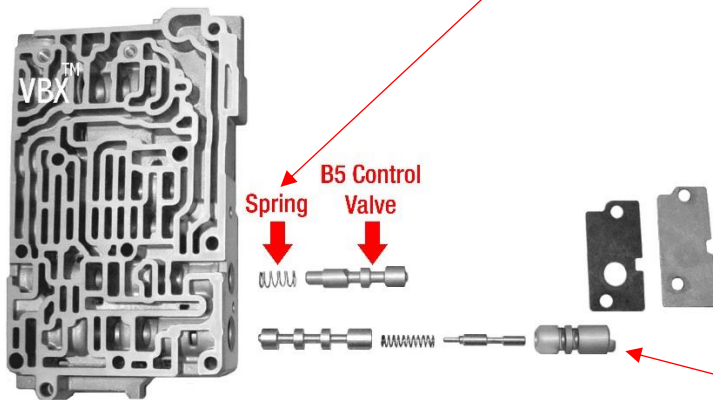
- Use original Volvo valve body S2 shift solenoid and replace the S2 solenoid on the new GM valve body ACDelco 24228787
 - One M5 bolt to remove, re-torque to 7 N-m or 62 inch-lb.
 - O-ring between solenoid and valve body
 - GM version S2 solenoid different type(ID by dome top) than Volvo (flat top) S2 solenoid so swap required
- Use new O-ring from GM S2 solenoid and replace O-ring on original Volvo S2 solenoid

Required for Volvo compatibility when using AC Delco replacement Valve body

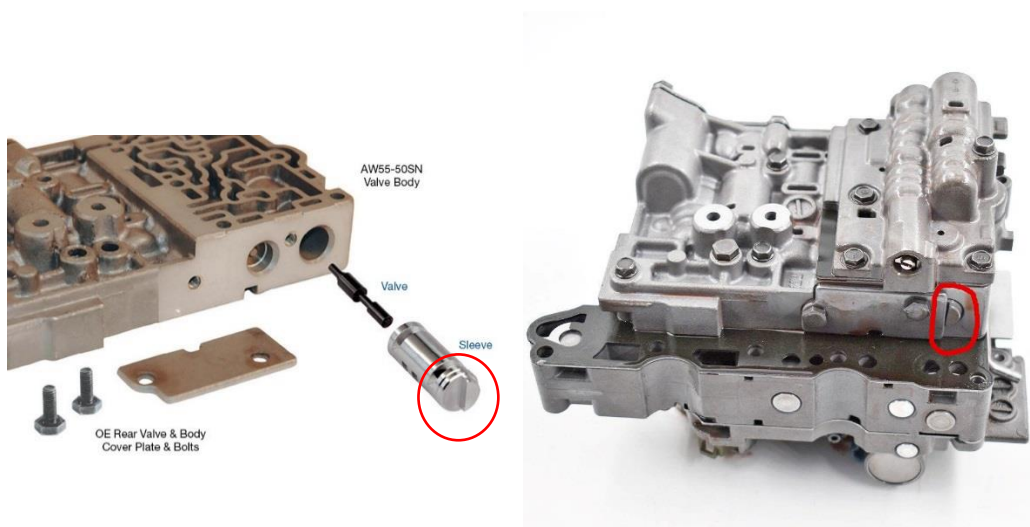


B5 Control Valve Spring Removal

- Typically this spring needs to be removed from new AC Delco valve body for Volvo compatibility.
 - Check if the original Volvo valve body has the B5 spring or not, early version valve body won't have the spring
 - Match original B5 configuration; either keep or remove B5 Control Valve Spring to match original Volvo valve body
 - To check: locate plate with two bolts on the valve body left side, remove plate, pull out B5 control valve and check for spring, cover plate bolt torque 7 N-m or 62 inch lb.
 - Use caution with cover plate gasket, hard, brittle material, easily cracked if bent

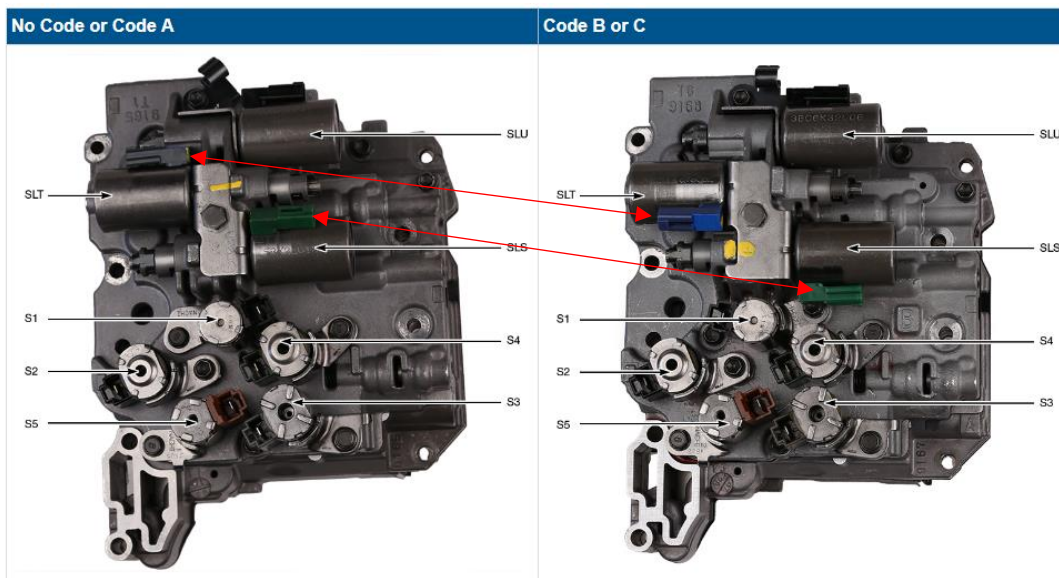


On reassembly of cover plate, pay careful attention to Lockup Relay Control Valve sleeve orientation, note the step on the end of the sleeve, raised portion edge step must align with edge of plate.



This sleeve is spring loaded and can be pressed into the bore with the step rotated under the plate incorrectly. This holds the sleeve deeper in the bore and this will cause TCC lockup problems with a P0740 error. Very important to make certain the raised half of the sleeve end is not under the plate during reassembly. The sleeve end step edge should align with the edge of the plate as shown.

Difference in SLT and SLS solenoid connector location between early (connectors top location) and later revision valve body (connectors bottom location) and why wires need to be lengthened with newer revision valve body or wiring harness replaced



Volvo valve body gasket kit, Volvo part number 274470, available at IPDusa, Fcpeuro, Amazon...

The two sealing rings between the valve body and transmission case should be replaced.



Lengthening wires for new solenoid connector location (bottom)

Crimp wire splice using insulated butt connectors

Permaseal butt connector for 18-22 gauge wire, Permaseal connectors are high quality extreme environment connectors

https://www.amazon.com/MOLEX-19164-0013-TERMINAL-SPLICE-pieces/dp/B00MMZ2KM2/ref=sr_1_10?ie=UTF8&qid=1523545613&sr=8-10&keywords=permaseal+butt+connector

Tools needed for crimp type wire splicing using insulated butt connectors

Titan Tool 11477 ~\$25, wire strippers ~\$12



For soldered wire splicing instead of crimp type splicing-- use heat shrink tubing suitable for transmission extreme environment

<https://www.mouser.com/Wire-Cable/Wi...yzs3m3Z1z0jnfk>

For small gauge wire such as the wire gauge to the solenoids and if there's any question about the quality of the crimp connection the wire ends can be looped and twisted to increase wire diameter and provide a tighter crimp connection

