Installation Instructions

Shift*Plus*+

Electronic Shift Improver
1993 - 1998 GM 4L60E/4L80E
Transmissions

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The **B&M Shift*Plus*+ *Electronic Shift Improver*** is engineered to improve the shift characteristics of your automatic transmission. The shifts will be firmer and more positive when the **Shift*Plus*+** is switched to position 1 or 2. This **Shift*Plus*+** has been designed to work on all **1993 thru 1998** GM vehicles equipped with the **4L60E** and **4L80E** electronic automatic transmission. This transmission can easily be identified by reviewing the build code decal, typically located in the glove box or center console. If either an **"M30"** (4L60E) or **"MT1"** (4L80E) code is present, this unit will work.

We recommend that you read through the instructions completely before beginning the installation, so you can familiarize yourself with the installation procedure and tools required. Check the tool list at the end of these instructions for the tools required to install your **B&M Shift*Plus*+ *Electronic Shift Improver*.** Installation of the **B&M Shift*Plus*+** can be accomplished by anyone with minimum mechanical experience. It is however, important to closely follow the instructions.

NOTICE: The **B&M Shift*Plus*+ *Electronic Shift Improver*** is not a cure-all for an ailing transmission. If your transmission is slipping, chatters or is in poor general shape, the installation of this Electronic Shift Improver may worsen the condition.

When installing your **B&M Shift*Plus*+ *Electronic Shift Improver*** there are several other **B&M** products you may wish to consider:

B&M SuperCooler Automatic Transmission Coolers: We feel that it is very important that every vehicle used in heavy duty and hi performance applications (racing, towing, RV, etc.) should have an oil cooler. Heat is the major cause of transmission failures, and an oil cooler is an inexpensive safeguard against overheating and transmission failure.

B&M Trick Shift Performance Automatic Transmission Fluid #80259 Trick Shift performance automatic transmission fluid is the industry's only real performance **ATF.** A specially blended oil with foam inhibitors, extreme pressure agents and shift improvers, this fluid assures protection while delivering the fastest possible shifts. You literally "Pour in performance."

INSTALLATION

STEP 1. Disconnect the negative battery cable. Depending on the year and model of you vehicle, the PCM (Powertrain Control Module) or Computer is mounted either under the hood or under the dash. See Figure 1 for more information.

STEP 2. Once you have located the PCM, carefully remove the wire loom(s) from the PCM, allowing easier access to the wires.

STEP 3. Determine where you would like to mount the head unit. Make sure that the wires will reach the PCM (if the PCM is under the hood, you will need to drill a 3/16" hole in the firewall to pass the wires through).

STEP 4. Carefully clean the back of the head unit and the mounting surface with rubbing alcohol and a cotton ball. Using the supplied hook and loop tape, carefully attach the "loop" tape to the back of the head unit. Attach the "hook" tape to the mounting location inside the vehicle. Note: For best results, allow the tape to cure for 24 hours before attaching head unit to mounting location.

STEP 5. Carefully route the wires and the control unit under the dash, making sure to mount the control unit where there is adequate air circulation (the control unit will get warm under normal operating con-

ditions). Route the wires from the control unit up to the PCM. If the **Shift*Plus+*** wire harness needs to be extended, use 18-20 ga. wire, being sure to solder the connections. Use black electrical tape to protect the exposed connections.

STEP 6. Review the following figures to locate which wires you will be attaching the leads. **NOTE: Wires must match colors indicated in diagrams.** If you wish to make connections at the transmission, refer to Figure 2. *Note: 1993 C/K trucks had three (3) different PCMs.*

a. Locate the **Red with Black Stripe** wire and crimp it to the **Red** wire from the **Shift*Plus+*** using the supplied Scotchloc® connector.

b. Locate the **Light Blue with White Stripe** wire and crimp it to the **Black** wire from the **Shift*Plus+*** using the supplied Scotchloc® connector.

STEP 7. Carefully tape up the connections using black electrical tape. Use the supplied tie wraps to make sure the wires are routed safely. **Reconnect the negative battery cable.**

STEP 8. Position 1 (single dot) on the **Shift*Plus+*** will provide firmer, more positive shifts. Position 2 (double dot) on the **Shift*Plus+*** will provide the firmest shifts. The center position (off) on the **Shift*Plus+*** will return the shifts to stock firmness. **NOTE: 1998 vehicles require that the engine be turned off before making changes to the switch position. 1997 and earlier vehicles may be switched while the engine is running.**

Parts List

1 Shift*Plus+* Controller
2 Hook & Loop Tape
2 Scotchloc® Connectors
2 Tie Wraps
1 Instruction Sheet

Tool List

Pliers
Electric Drill w/ 3/16" bit
Common Socket Set
Rubbing Alcohol and Cotton Ball

PCM (Computer) Locations

Corvette:	Under hood
Camaro:	Under hood
Impala SS:	Under hood
Early Trucks:	Behind glove box
Late Trucks:	Under hood
Other Vehicles:	See service manual

Figure 1

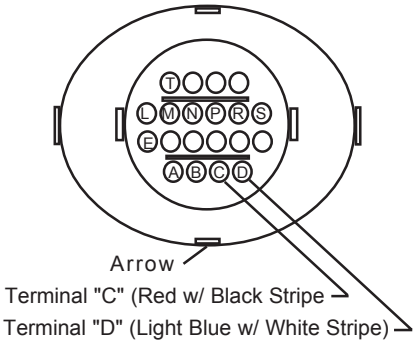
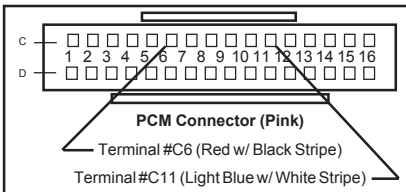
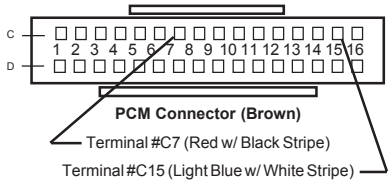


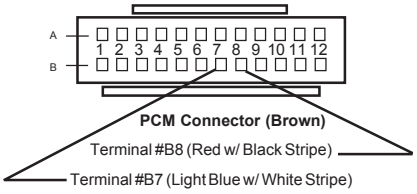
Figure 2



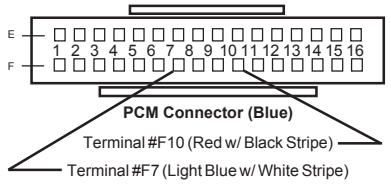
1993-1995 C/K Truck (6.5L Diesel)



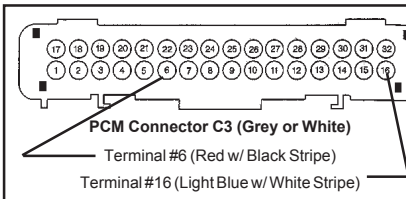
1996-1998 C/K Truck (6.5L Diesel)



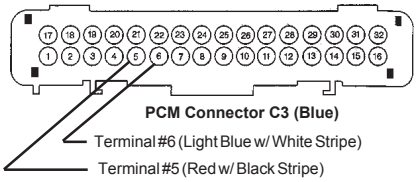
1993 C/K Truck (5.7L, 7.4L w/ 4L80E)



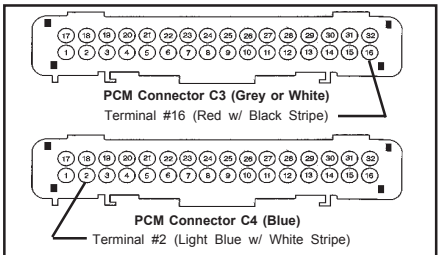
1993-1994 S/T Truck (4.3L)
1993 C/K Truck (4.3L, 5.0L, 5.7L w/ 4L60E)
1994-1995 C/K Truck (4.3L, 5.0L, 5.7L, 7.4L)



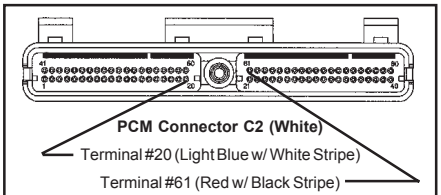
1995-1998 S/T Truck (4.3L)
1996-1998 C/K Truck (4.3L, 5.0L, 5.7L, 7.4L)



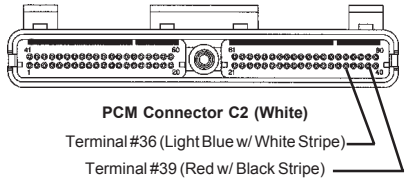
1993-1995 Camaro/Firebird (3.4L)



1994-1996 Corvette, Impala SS
1994-1997 Camaro/Firebird (5.7L)



1996-1998 Camaro/Firebird (3.8L)



1997-1998 Corvette
1998-1998 Camaro/Firebird (5.7L)