

and removed. Also note how the dipstick indicator end tends to catch on the edge of the dipstick tube end. These observations will help you to determine the minimum bend radius the tube can sustain. This will also stress the importance of routing the dipstick tube as straight and direct to the transmission fill port as possible.

STEP 7. From the engine compartment of the vehicle, route the dipstick tube assembly down next to the engine (passenger side) and next to the firewall (see Figure 2).

CAUTION! Make sure that the dipstick tube stays well away from headers that can become extremely hot and damage the tube assembly. Also avoid having the tube contact other components such as plug wires, brake lines, etc. The steel braided tube construction can act almost like a saw and cut through vital vehicle components and systems. Plastic ties have been included in this kit to restrain the steel braided tube from dangerous contact.

STEP 8. From underneath the vehicle plug the end of the **B&M Locking Dipstick** tube (end with o-rings) into the transmission port. Ensure that the stainless steel tube end and three o-rings press all the way into the transmission. The hex shoulder of the tube end should seat up against the port.

STEP 9. From inside the engine compartment of the vehicle, again unscrew the dipstick and check that the indicator and wire can be pulled from the tube as well as inserted back into the tube completely. If the indicator cannot be removed or re-inserted, straighten the tube routing as much as possible. NOTE: As previously mentioned, the indicator may hang-up on the tube end. Twisting the cap and wire while removing and inserting the indicator will aid in removal and insertion. Also feeding the wire (see Figure 3) into and out of the tube will also ease removal and insertion if the tube happens to have excessive bends.

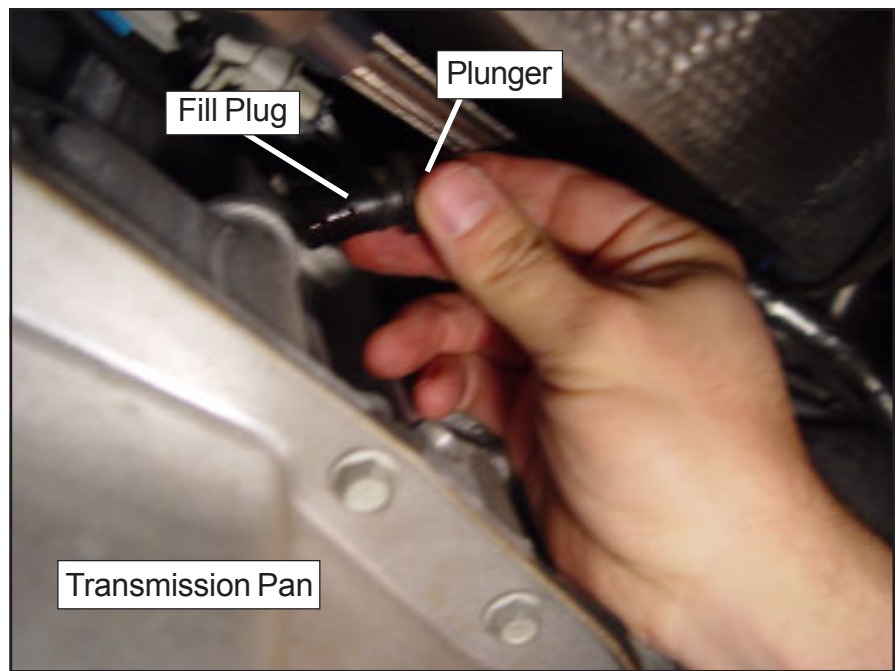


Figure 1



Figure 2

STEP 10. Locate a suitable mounting position for the upper tube end bracket. The most common tube bracket mounting location is up against the firewall in most vehicles (see Figure 4). Ensure that the mounting location leaves plenty of space to remove and insert the indicator, as well as leave room to fit a funnel for filling the transmission. Using the supplied hardware mount the upper

bracket. Again, check that the indicator can be freely removed and re-inserted. Straighten tube routing as much as possible, if it cannot.

STEP 11. It is suggested to check and document your factory fill level (if possible) prior to making any modifications to the transmission that could possibly change fluid level. Follow the "TRANSMISSION FLUID LEVEL

CHECK PROCEDURE” as shown below every time you check the transmission fluid. Once the fluid level is checked it is suggested to mark or scribe (see Figure 5) the indicator end fluid level reading to help ensure the factory fluid fill level is maintained. The indicator has been made to indicate a normal fluid level at just above the text on the indicator end. However, due to production variations, vehicle fill variations, and tube routing and mounting differences – each vehicle will differ slightly in proper level indication and should be calibrated and marked or scribed individually as previously mentioned. NOTE: if you are unsure that the proper transmission fluid level has been maintained, proceed to the “TRANSMISSION FLUID LEVEL SET PROCEDURE” only after the TRANSMISSION FLUID LEVEL CHECK PROCEDURE” has been completed.

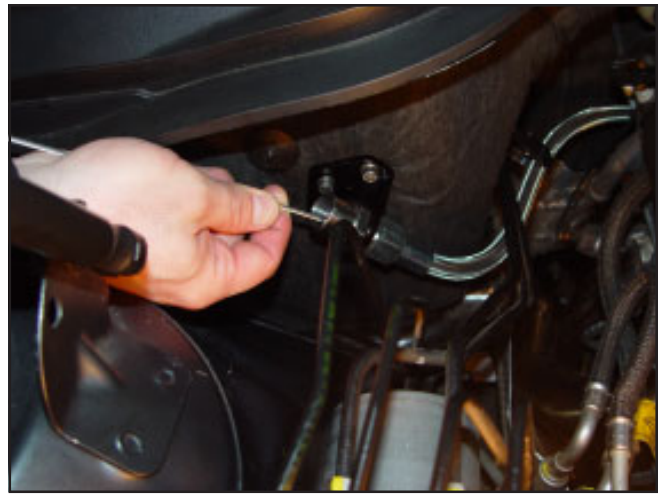


Figure 3



Figure 4

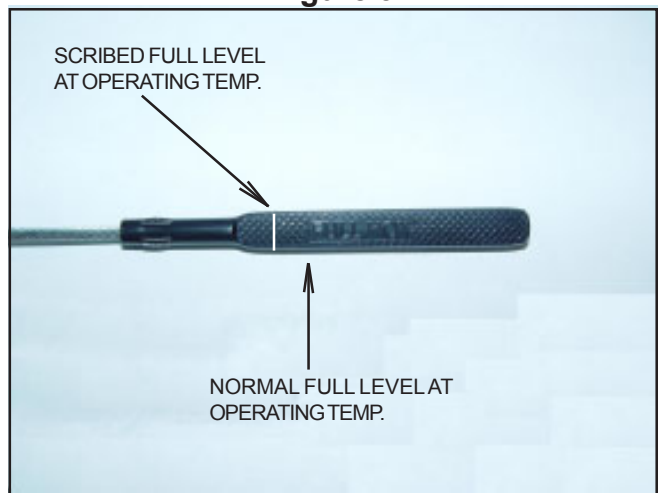


Figure 5

TRANSMISSION FLUID LEVEL CHECK PROCEDURE

The following is the proper conditions for checking the fluid level and condition of the 6L45 / 6L50 / 6L80 / 6L90 automatic transmissions with specific information for the 2010-2014 Camaro. CAUTION: The transmission fluid level must be checked when the transmission fluid temperature (TFT) is between 30-50°C (86-122°F) operating temperature. If the TFT is not within this range, operate the vehicle or allow the fluid to cool as required. Check or setting the fluid level with a TFT outside this range will result in either an under or over-filled transmission. TFT>50°C (122°F) = under-filled transmission or higher than actual fill level reading. TFT<30°C (86°F) = over-filled transmission or lower than actual fill level reading. An under-filled transmission will cause premature component wear or damage. An over-filled transmission will cause fluid to discharge out the vent tube, fluid foaming, and/or pump cavitation.

- A. Observe the TFT using the driver information center (DIC), scan tool, or other temperature probe device.
- B. Start and idle the engine.
- C. Depress the brake pedal and move the shift lever through each gear range. Pause for at least 3 seconds in each range. Move the shift lever back to PARK. Ensure the engine RPM is low (500-800 RPM).
- D. Allow the engine to idle at least 1 minute.
- E. With the engine still running and the vehicle level. The transmission fluid level can now be checked and/or set.

