

4L60E-HD2-D

Reprogramming Kit™

*Does Not Fit
Hybrid Models*

Features: Gear Command

Holds Manual 1st--2nd--3rd to any RPM--Backshifts to gear you select.

Corrects/Reduces/Prevents

3-4 Clutch and 2nd Band Burn-up--Bang, Bump or Slide Bump 1-2 Shift
Reverse to Drive Cutloose/delay/bang--Neutral to drive Cutloose/delay/bang
Forward & Low/rev clutch burnup--Long and/or soft aggravating shifts
Reduces code P1870, converter slip/shudder
Overheat caused by slipping converter

New Tech's & DIY's:

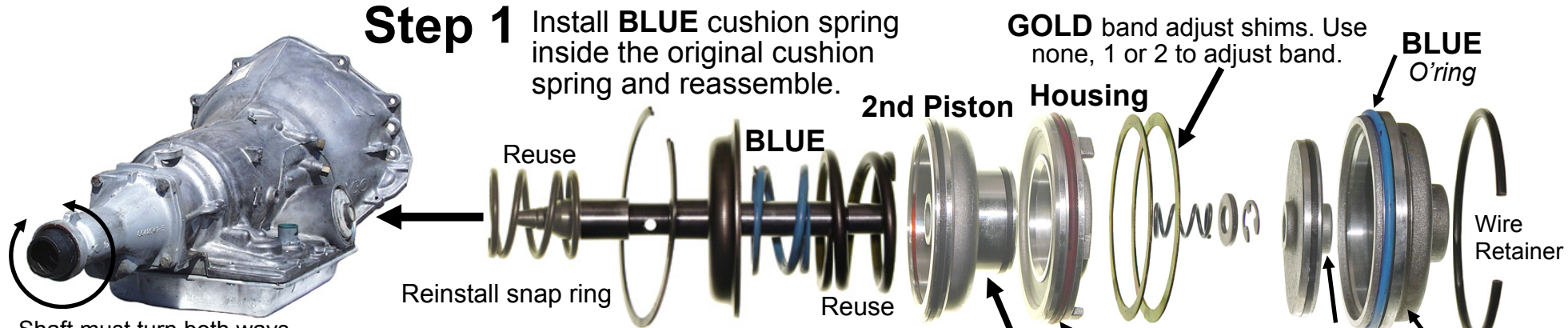
Start this habit when working
on cars- Always save your old
parts & trash'em two weeks
after the job **drives** away.
It may just save your Butt
one day!



2621 Merced Ave, El Monte, CA 91733-1997
Product Support (626) 443-7451
CD & Tech Sales (626) 443-0991



Mr. Shift



Step 1 Install **BLUE** cushion spring inside the original cushion spring and reassemble.

GOLD band adjust shims. Use none, 1 or 2 to adjust band.

BLUE O'ring

Shaft must turn both ways by hand. One way turns harder than the other way and that is OK.

Band Adjust: Install 2nd Piston and housing into the trans. Install 2 **GOLD** shims against housing. Install 4th Piston and cover **without Blue O'ring**. Install wire retainer. Check band by wiggling it front to rear 1/8" or more, see **Page 5**, or you must be able to turn the drive shaft both ways by hand. If too tight remove one shim, and test again. Then remove and install cover **with BLUE O'ring**.

4th Piston: **TALL** knob towards cover.

RED O'ring

Cover

Wire Retainer

ORANGE



Piston



BLUE



Spring Seat



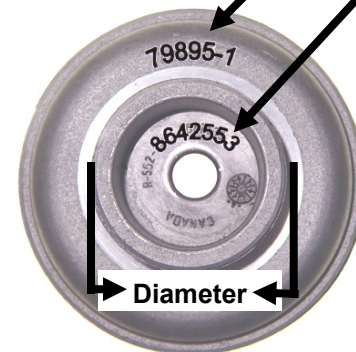
SPACERS



2nd Accumulator

Step 2 Circle the number that matches the last three numbers on the 2nd piston. Circle again on **Page 2, Step 4**. Don't use 554 piston.

LOOK Here



CIRCLE for Page 2 Step 4:

- 093**
- 95-1**
- 159**
- 553**

Step 3 2nd Accumulator

Remove & save the original springs. Install piston as shown even if it wasn't that way originally. It's OK.

SPACERS adjust 1-2 shift *firmness*: **Crisp** to firm use 1.

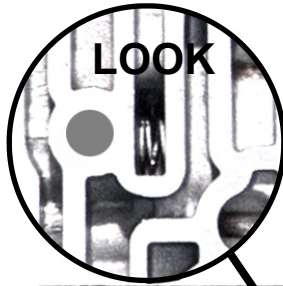
Very Firm street and strip use 2.

Full Race and High Stall converter use 3.

2nd Piston I.D. by Diameter.

Vette Types	V6&8 Trucks	Light Duty
093 or 95-1	159 553	554
↓	↓	↓
1-3/4"	2-1/16"	2-1/4"
		2-1/2"
		Don't Use!

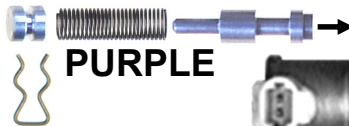
© Check Balls:
7 In Valve Body
One in the Case



Make sure Accumulator spring is not **crooked**.

Step 1

Remove & save the original spring. Install tight wound **PURPLE** Spring.



Step 2

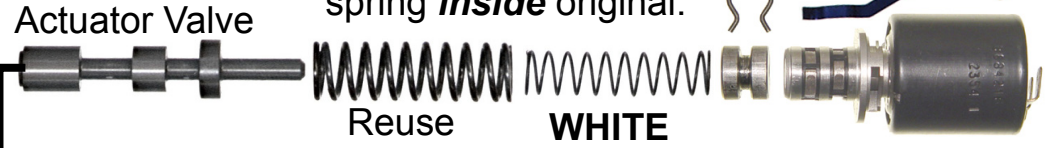
Grind the Manual Valve for faster reverse release.



Grind 1/16" to 3/32" (.063 to .096) Chamfer Here.

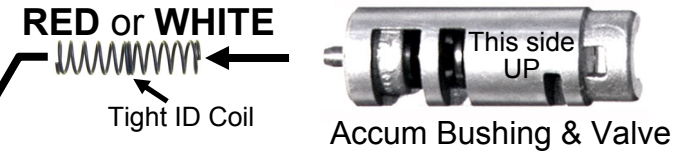
Step 3

Install the large **WHITE** spring **inside** original.



Step 4

Select Accum Spring
Circled 2nd Piston Number:
553 **RED** spring
093, 95-1, 159 **WHITE** spring



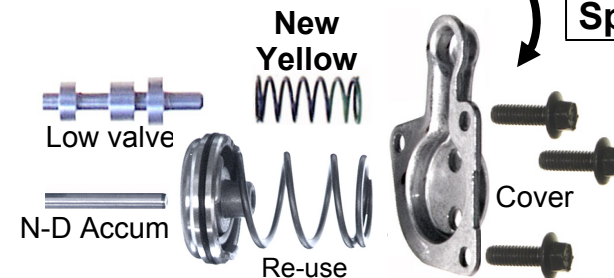
Optional Step 5

NEW 1-2 Shift Valve & Spacer
Reuse SSB
Reuse SSA
Work Trucks Skip This Step!
Do this step **only** if you wish to add holds first gear to any speed in M1 and be able to go back to M1 at **ANY** speed!
Remove and **save** the original 1-2 shift valve. Re-use original spring, insert **NEW 1-2 Shift Valve**, then **Spacer**, then Solenoid & Retainer.

This ball not used on some Vette models. Check oval area on main plate. See Page 4!

Step 6

Remove Cover & Replace original spring with **NEW YELLOW**.



1. Remove and save the converter reg valve, spring and isolator valve. Re-use the end plug and clip.



Remove and save.

1st Type

2nd Type

3rd Type

Hello Mechanic: Upgraded Isolator & Converter Regulator Valve works great even in a very worn valve body.

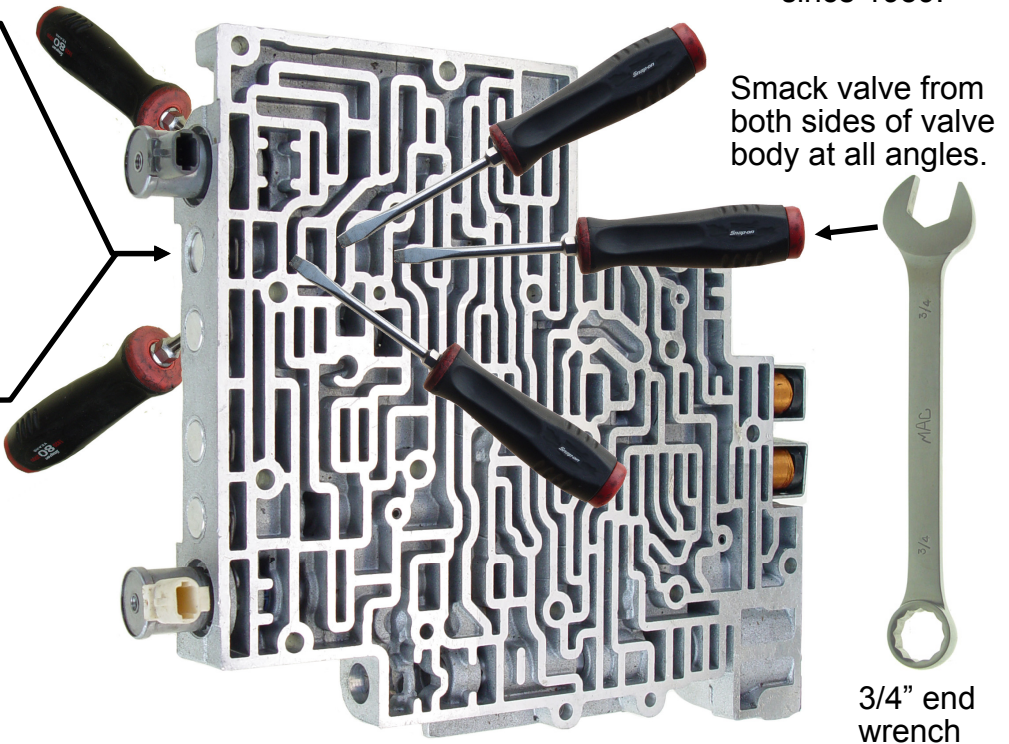


Having fun fixing trans since 1959.

This upgrade will let you use a torque converter with any style lockup plate.



New ISO-CONV valve replaces all of the earlier type Isolator and Converter valves.



2. Insert **ISO-CONV Valve** into bore. Using hex bolt as a handle, push valve in and out at least 20 times with slight side pressure. The valve must fall in and out of bore. Clean the bore. Remove the bolt. Install **BLUE** spring & **ISO-CONV Valve**.

Valve feels *sticky*? Do step 3.

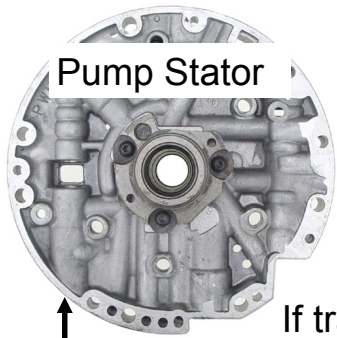
3. Insert new valve into bore. Place screw driver with tip against valve between the lands. Whack screw driver *smartly* with 3/4" end wrench from all angles and from back side. Then repeat step 2.

GM & SRTA: OVERSIZE valves.

.472 Diam .472 Diam

SRTA & GM rebuilds have **OVERSIZE** valves, but still wears VB. For upgraded valve order **TransGo 4L6-ISO-3**. Kit fixes 3 SRTA/GM rebuilt VB's. Call: (626) 443-0991

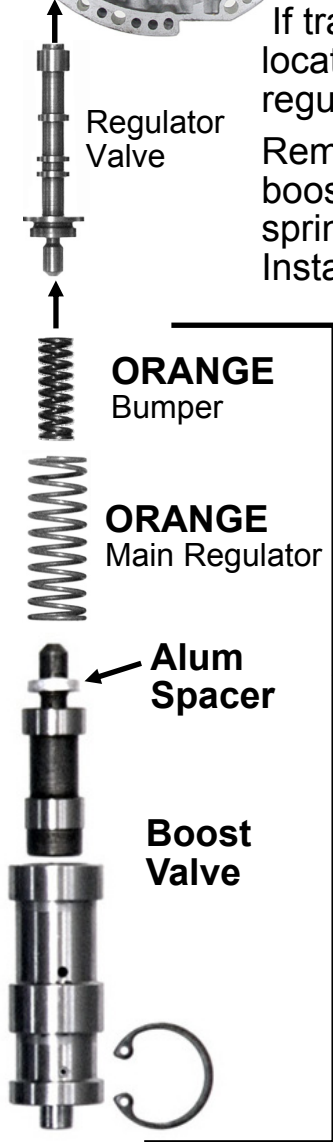
"You just **FIXED** this valve body." Gil



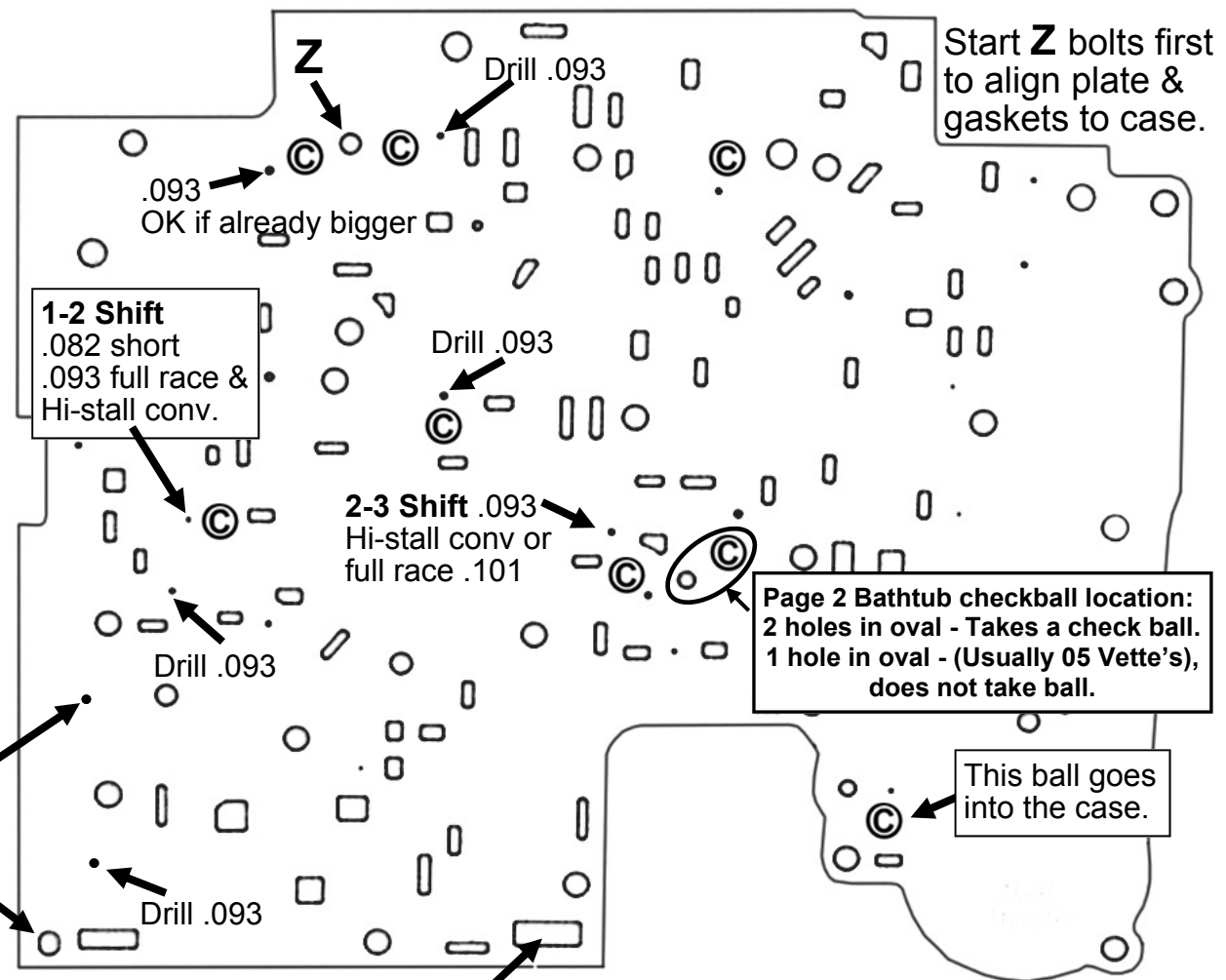
Pump Stator

Step 1

If trans is in vehicle, see location and note for the regulator valve on **Page 5**.
 Remove & save original boost valve, main regulator spring and bumper spring. Install **NEW** parts furnished.

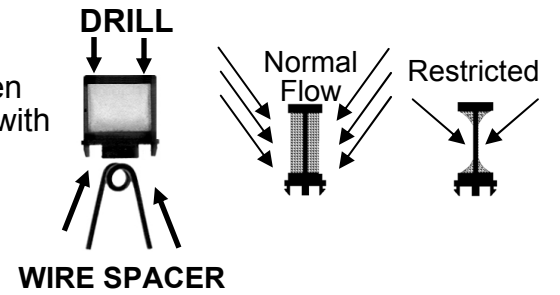


Separator Plate



© Checkballs
 7 on plate, 1 in case.
 (Check within Oval First!)

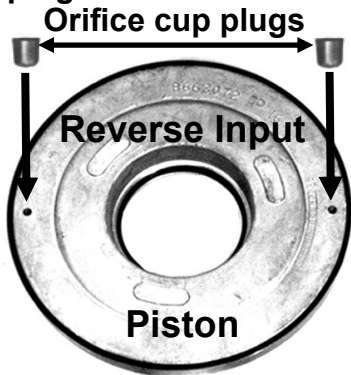
EPC Screen Fix
 Large screen in VB plate. Sides of screen suck together causing low line pressure with high throttle. Burns clutches and band.
Wire Spacer will keep screens apart.
Additional safety: Drill four .040 to .047 or two 1/16" holes thru top of screen.



Check Band Clearance: From page 1, Through the opening in Case, with a Screwdriver make sure the Band wiggles on drum front to rear.

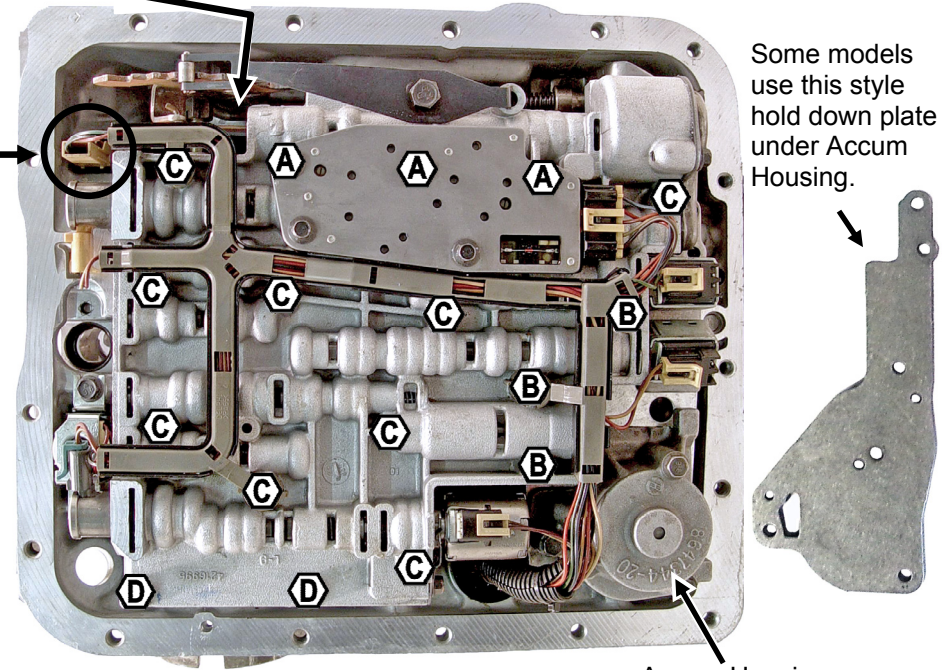
Final Check: With engine off, wheels off the ground and trans in neutral, driveshaft **MUST** turn in both directions. If it won't, band is too tight or VB bolt(s) in wrong hole location.
Do not drive until corrected!

If Trans is Apart
With .055 to .120 drill, drill thru the existing bleed holes in the Reverse Input Piston. Install **orifice cup plugs** furnished into holes.



Regulator Valve Location

Turbine Sensor harness here?
Skip Step 1 on Page 4.
If Trans is on Bench, remove Pump and install Step 1 PR parts.



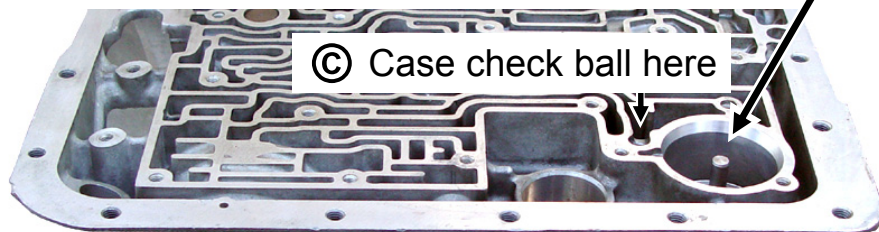
Some models use this style hold down plate under Accum Housing.

Accum Housing

Step 1 4th Accumulator

1. Remove and save original Spring.
2. Install original guide Pin into Case first.
3. Install Yellow Spring THEN Piston.
This may differ than OE set up, It's okay.

New **YELLOW**



WARNING: Wrong Bolts locks Gear Train.

Valve Body Bolt Guide.		
A 10 MM		3 A bolts
B 8MM		3 B bolts
C 10MM		9 C bolts
D 10MM		2 D bolts