



# 4L60E-PRO

## Reprogramming Kit™

Fits 1996-2018 except 2005 Corvette

Does Not Fit 1993-1995 or Hybrid

Kit Includes Optional Internal Upgrades. Unit Removal Recommended.

### Corrects/Reduces/Prevents

3-4 Clutch and 2nd Band Burn-up--Bang, Bump or Slide Bump 1-2, 2-3 Shift  
Reduces code P1870, converter slip/shudder.

### Optional Gear Command 1996-2008

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

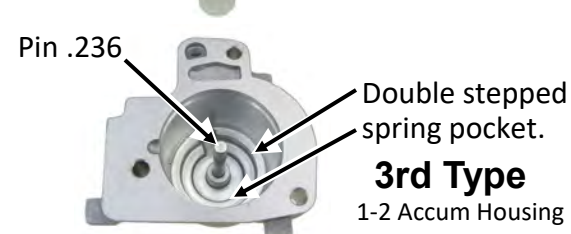
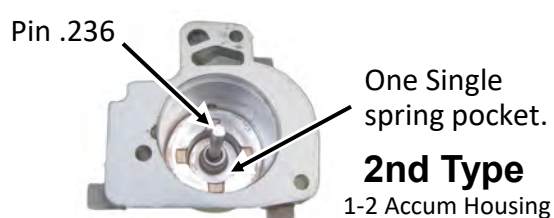
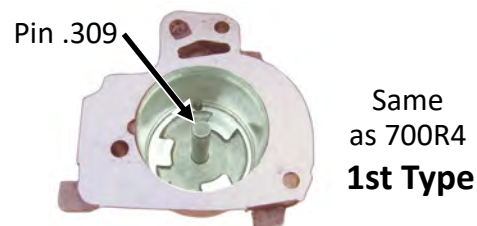
If the trans is on the bench, follow instructions for the Pump Ring Kit & Clutch Spring Kit Supplied.

### Step 1

Identify the Type Accum housing you are using (2nd or 3rd Type), then **choose** new spacer that matches your housing and install it with new small orange spring. Install new seal on new 1-2 piston furnished. Lubricate the seal & install piston with 3 tab side up, followed by large & medium orange springs as shown.

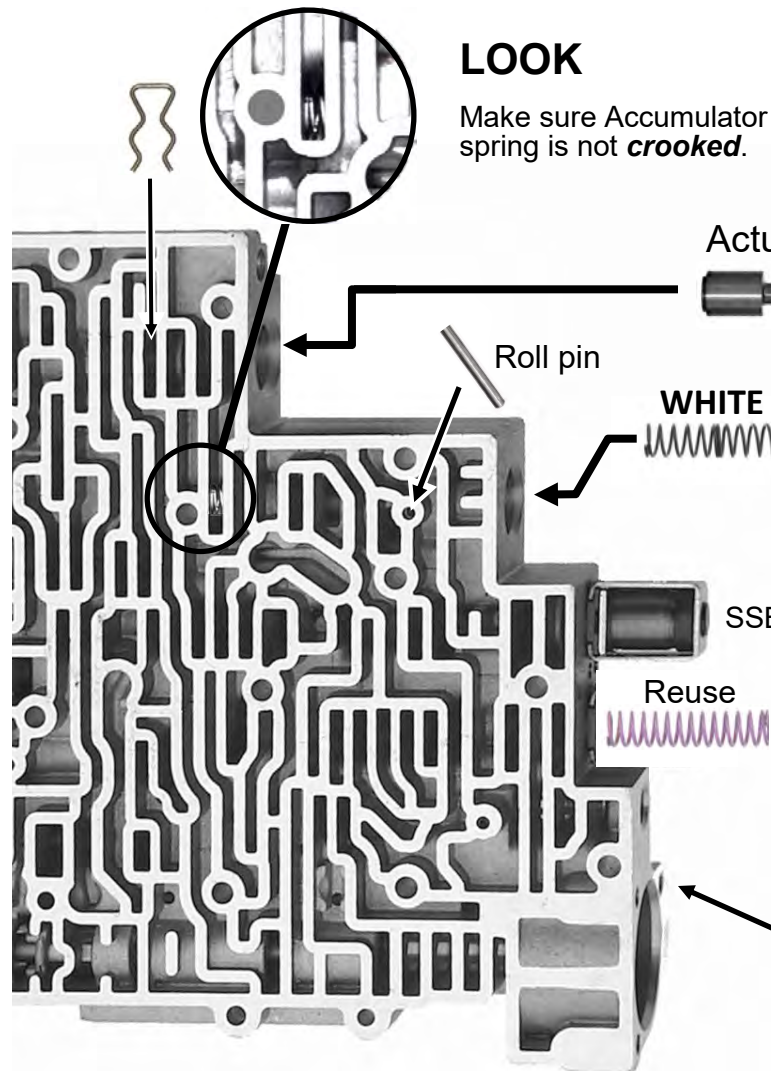


### Don't Use



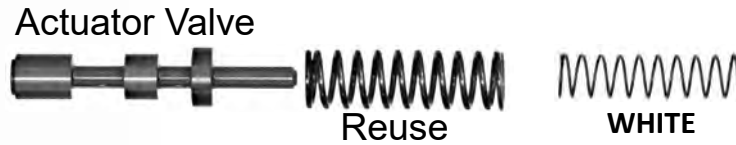
**Check AFL bore for wear first!**

If your valve body is worn out, get TransGo # 4L60E-AFL-OS. Requires # 4L60E-AFL-TK

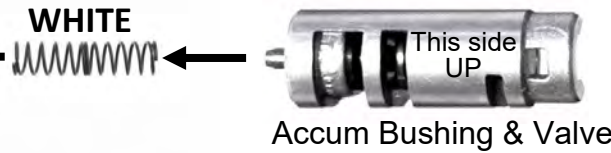


Save the 2nd new larger White spring for page 3, step 5.

**Step 1.** Install the New larger **WHITE** spring *inside* original.



**Step 2.** Discard original spring Install the New small **WHITE** Accum Spring.



**NEW 1-2 Shift Valve & Spacer**



**Optional Step 3.**

Work Trucks & 2009 up Skip This Step!

*Do step 3 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! Discard original 1-2 shift valve. Re-use original spring, insert **NEW 1-2 Shift Valve**, then **Spacer**, then Solenoid & Retainer.



**Step 4.**

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

**Step 1.** Remove and discard the converter Reg valve, spring and isolator valve.  
 Save the end plug and clip. **Note:** If the original outer Valve is in a bushing or it measures larger than .441" VB has been modified Skip Steps 1, 2 & 3 and reassemble as found.

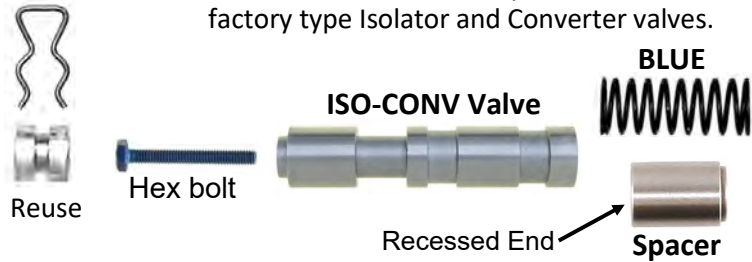
**Step 2.** Insert **ISO-CONV Valve** into bore. Using hex bolt as a handle, push valve in and out at least 20 times with slight side pressure. The valve must fall in and out of bore. Clean the bore. Remove the bolt.



Original Converter Reg & Isolator Valve Types

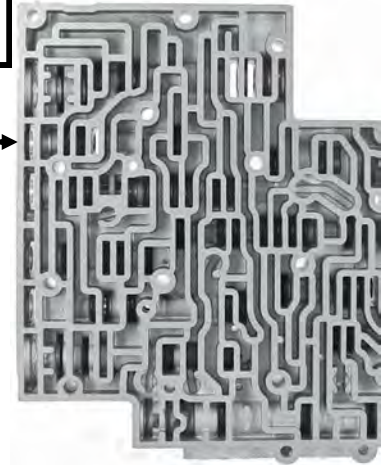


**New ISO-CONV valve** replaces all of the earlier factory type Isolator and Converter valves.



**Year & Models using Cylinder Deactivation**

- 2005-07 Buick Rainier 5.3L
- 2007-09 Avalanche 5.3L
- 2008-09 Avalanche 6.0L
- 2005-09 Trailblazer, Envoy Denali 5.3L
- 2007-10 Silverado, Sierra, Suburban, Yukon, Tahoe, 1500 5.3L
- 2007-08 Silverado, Sierra, Suburban, Yukon, Tahoe, 1500 6.0L



**Step 3.**

**For Normal Use:**

Install **BLUE** spring & **ISO-CONV Valve**,

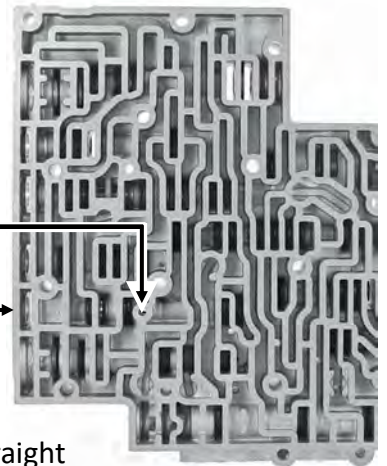
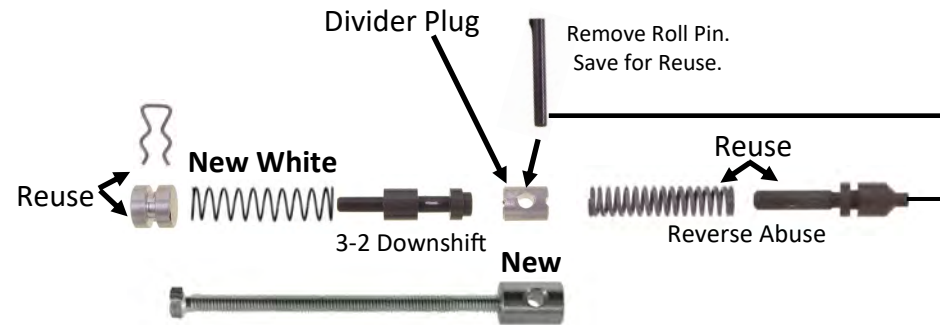
**Models with Cylinder Deactivation:**

Install **Spacer** (Recessed end outward), & **ISO-CONV Valve**. *Do not use Blue Spring!*

*If Cylinder deactivation has been eliminated with a after-market tune Install New blue spring & ISO-CONV valve discarding new spacer.*

Always Reuse original End Plug and Clip.

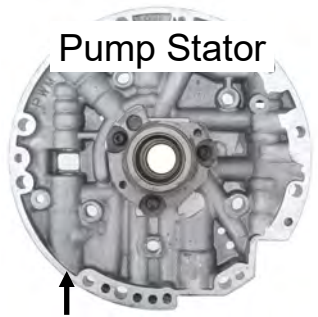
**Step 4.** Remove 3-2 Downshift Valve assembly to access & discard **original** divider plug. Save the roll pin for reuse.



**Step 5.** Using longer threaded bolt, position new divider plug into the bore wiggle to get it started straight & making sure it installs deep enough for original roll pin to insert thru the hole in the new plug. Remove threaded bolt and reassemble 3-2 downshift with **New White Spring**.



**Note:** High mileage pump with excessive wear at the inboard area of the PR valve bore leads to unstable pressure and broken pump rotor. TransGo oversized valve part # 4L60E-PR-OS can be used to salvage those worn out pumps. *Requires # 4L60-PR-TK*

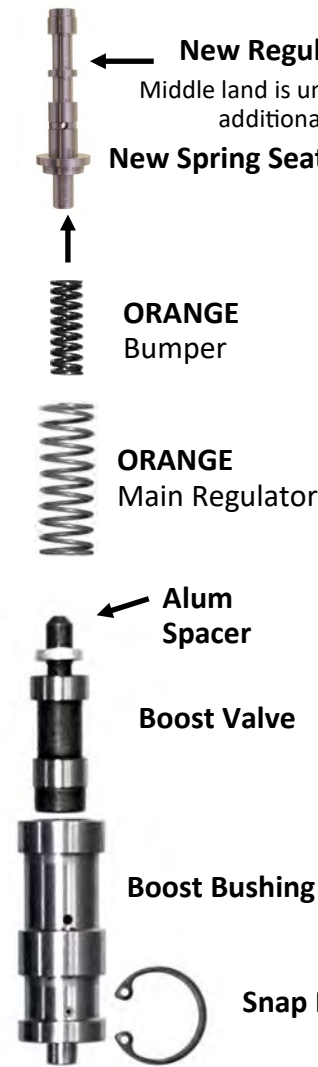


**Add this Step for 2009 & Up only.**

**(VB without 3-2 Solenoid)** See Page 5 for Solenoid ID. With a 5/16 Drill chamfer both sides of this hole by hand. Lay Plate on hard flat surface. Insert Slug into hole & gently whack it with a Hammer on both sides

**Step 4. Install New Plate & Gaskets**

Start Z bolts first to align plate & gaskets to case.



**Step 1.**

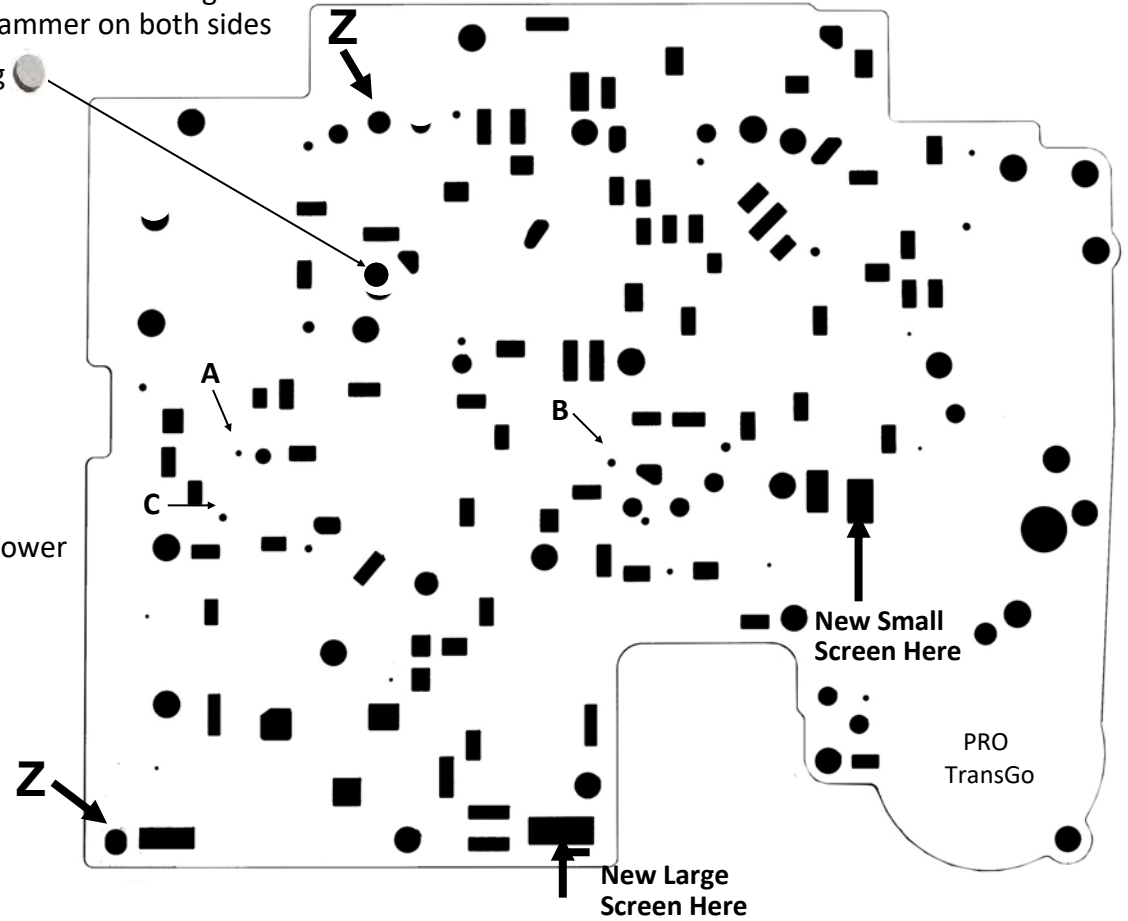
Remove original Boost Valve & Bushing, Main Regulator Valve, spring and bumper spring. Install **NEW** parts furnished as shown.

With converter stall of 2800 or lower  
**Skip Step 2**

**Step 2.**

High Stall Converter only. (Above 2,800)  
Enlarge holes as listed.  
A .093 (2nd)  
B .136 (3rd)  
C .125 (4th)

Slug

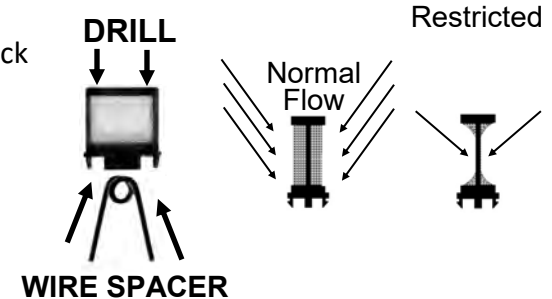


**Step 3. EPC Screen Fix**

Largest screen in VB plate. Sides of screen suck together causing low line pressure with high throttle. Burns clutches and band.

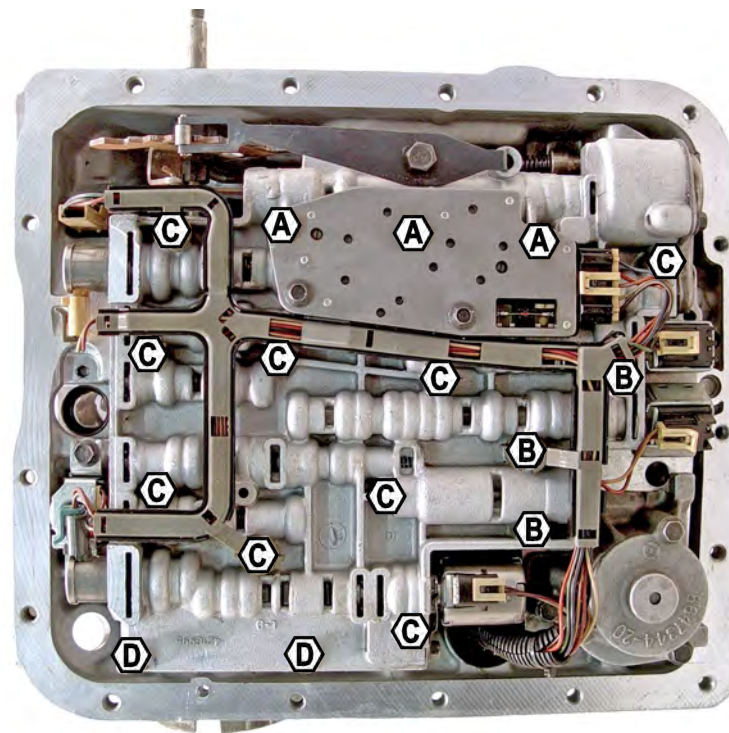
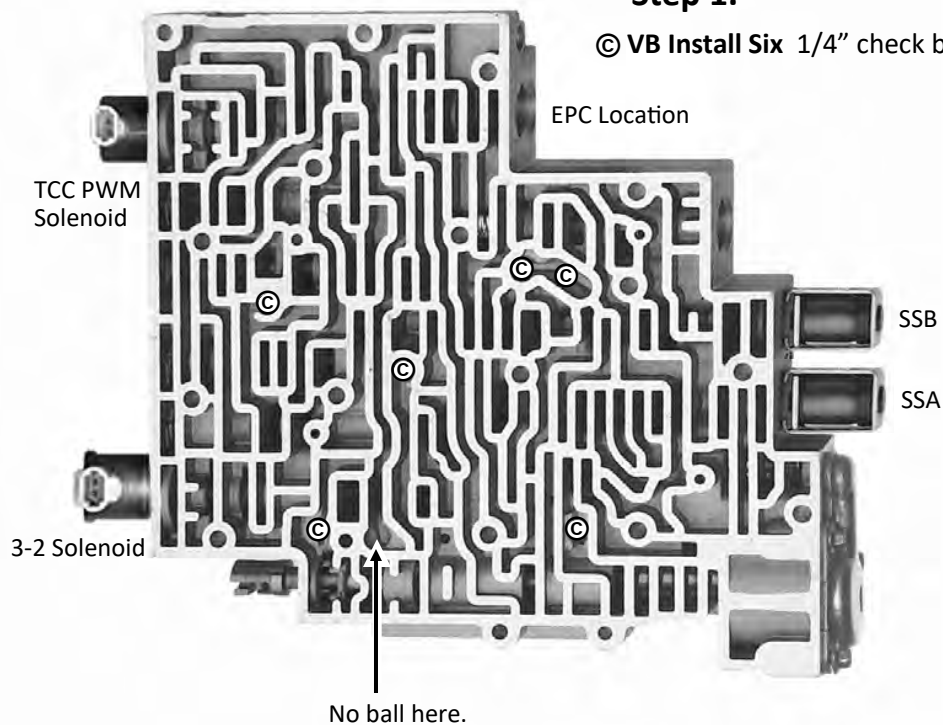
**Wire Spacer** will keep screens apart.

**Additional safety:** Drill four .040 to .047 or two 1/16" holes thru top of screen.



### Step 1.

© VB Install Six 1/4" check balls as shown.







### New Yellow & Red

#### Step 2. 4th Accumulator

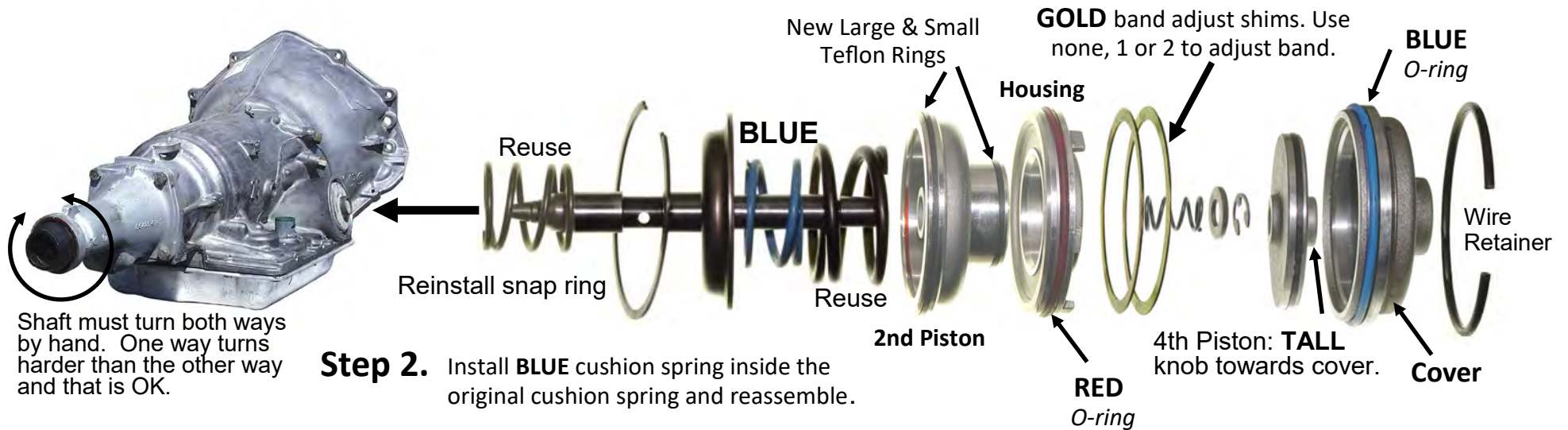
Discard original Spring. Install original guide Pin into Case first. Install original piston as shown followed by Yellow & Red Springs regardless of how it came apart.



## WARNING: Wrong Bolts locks Gear Train.

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

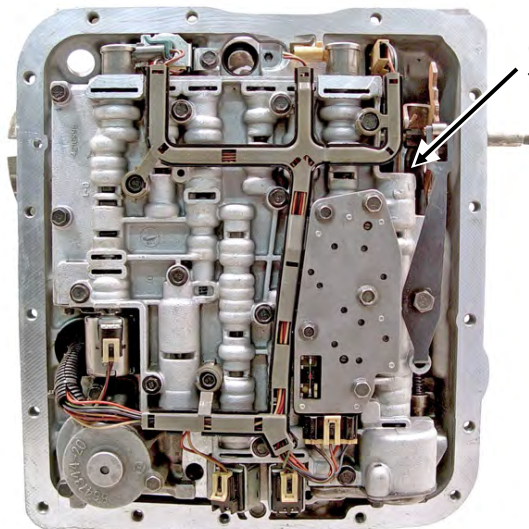
**Step 1.** Disassemble Servo as shown discard the original 2nd piston & housing Install the New supplied 2nd Piston & Housing using the new Rings & Seals provided.



**Step 2.** Install **BLUE** cushion spring inside the original cushion spring and reassemble.

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

**Step 3. 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 below) Final Check— You must be able to turn driveshaft both ways by hand in Neutral. If too tight remove one shim, and test again. Then remove and install cover **with BLUE O-ring**.



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