

# 67-1&2 Reprogramming Kit™

Fits all Gas 1967 & Up C6 - DO NOT USE ON DIESELS



## Features: Automatic Shifts With Driver Command

The trans will have automatic shifts in D and downshift to any gear, at any speed, when you move the selector!  
Provides quick, efficient shifts for increased performance and durability.

**Please read entire instructions before starting.  
For professional use only.**

## Burnouts:

In water or bleach box: Break it loose in 1st/2nd, then up-shift to 3rd.

THESE ARE THE TRANSMISSION RATIOS: "1st" 2.46 "2nd" 1.46 "3rd" 1.00  
Overall ratios: Multiply axle ratio x trans ratio. [Example 3.73 x 2.46 = 9.18 1st]

**TransGo®** 2621 Merced Ave, El Monte, CA 91733-1997  
Product Support: (626) 443 7451



**Mr. Shift**

# Step 1

Install **New Springs** and **Servo Mod. Valve** as shown.

Leave **ALL** side plate bolts loose until **VB halves** are bolted together!  
Read pages 4 thru 6 for assembly tips.

For firmest shifts & later max throttle upshifts use New **Green** Spring here.  
Use no spring here for HD Truck or mild upgrades.

- ⓐ Bolt
- ⓑ Bolt
- ⓒ Bolt
- ⓓ Bolt
- ⓔ Bolt
- ⓕ Bolt
- ⓖ Bolt
- ⓗ Bolt
- ⓓ Bolt
- ⓖ Bolt



Side Plate

See Bolt ID on page 4



Replace with New **White** Spring.



Replace With { 1976 & earlier New **Brown** Spring.  
1977 & later use New **Blue** Spring.



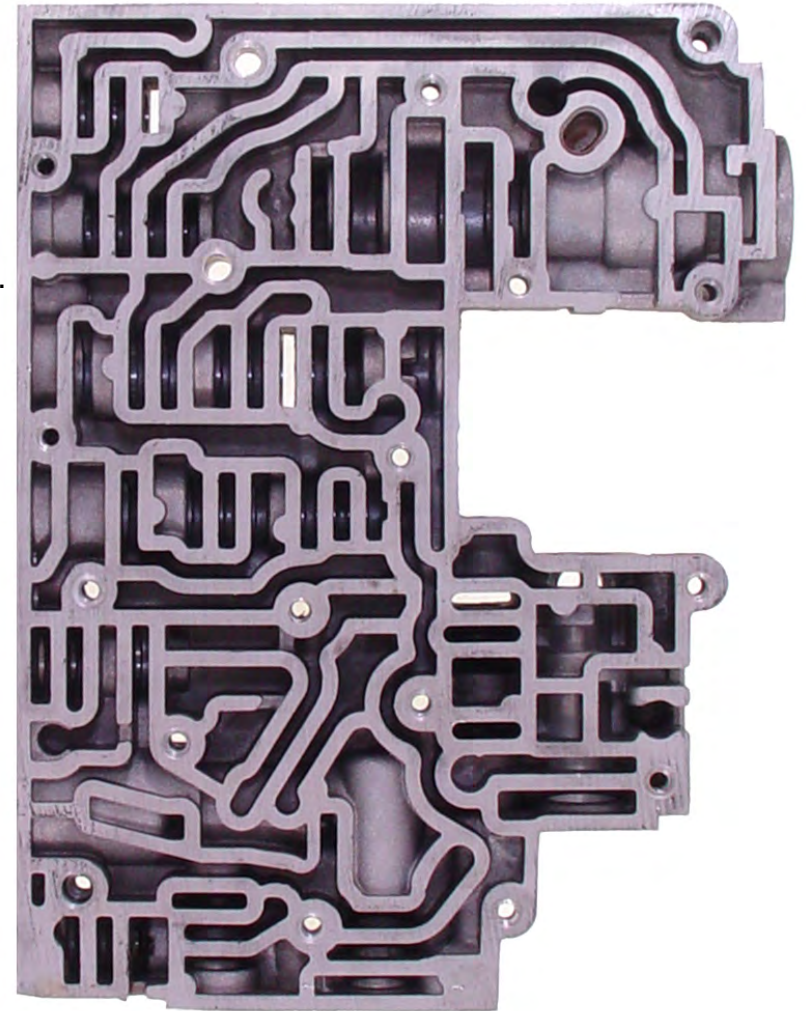
Spring in first or valve in first, use whichever way fits best.



Replace all springs on either side of accumulator with New **Plain** Spring. Its ok to install on either side.



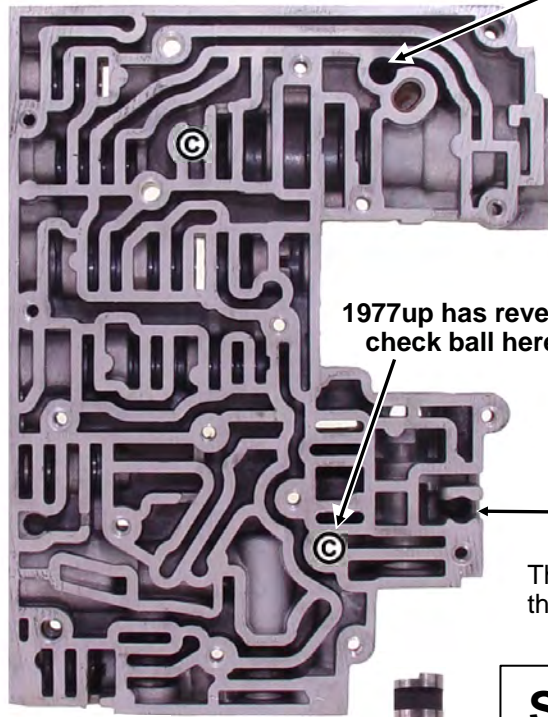
Replace with New **Servo Mod. Valve**.



**All other valves shown for assembly purposes only.**

## Step 2

Install **New Springs**, Original **Relief Valves** and **Check balls** as shown.



Converter Relief  
Early VB's may use steel ball here.

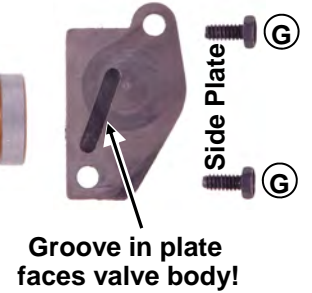
Late Style Press Reg.

New Blue Spring.

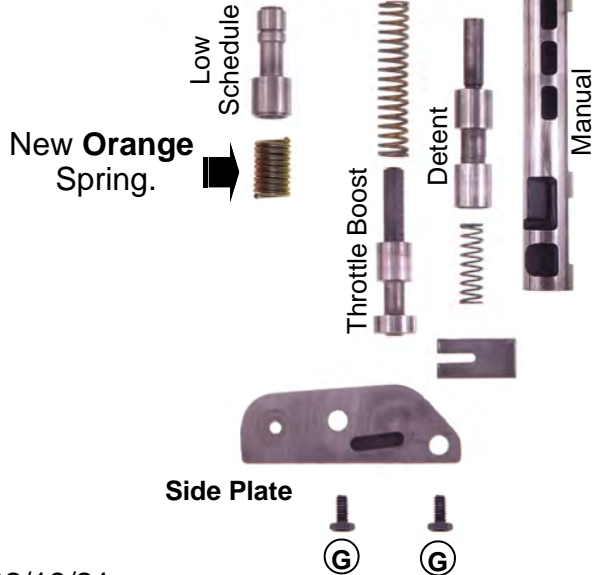
Early Style Press Reg.

If Equipped Re-Use.

Leave ALL side plate bolts loose until VB halves are bolted together!  
Read pages 4 thru 6 for assembly tips.



Pointed Valve or Steel Ball OK here.  
Throttle Relief  
This spring is shorter than Converter relief.

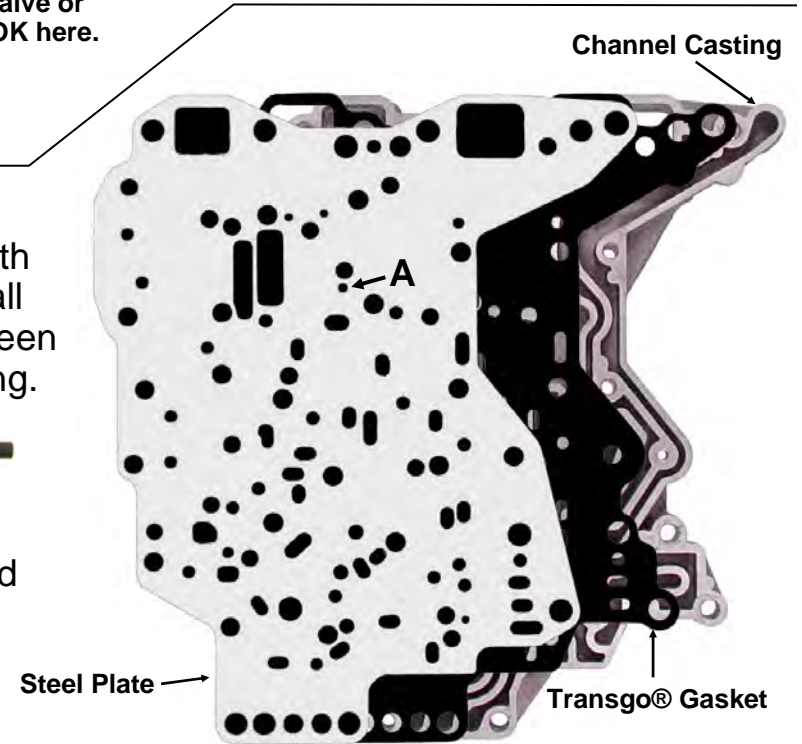


## Step 3

Enlarge hole "A" in plate with .110 drill provided and install **New Transgo** gasket between steel plate & channel casting.



No check balls are located in channel casting.



### Kick down Adjustment:

- A. Adjust linkage or cable until there is no 3-1 KD at 30 mph.
- B. It may be necessary to bend the rod shorter on some models.
- C. Then adjust until you are just able to get a 3-1 KD at 30 mph.

### Band Adjustment

Snug adjustment screw with a short wrench. Notice that the output shaft or driveshaft will not turn backwards by hand with the screw tightened. (Wheels off the ground, trans in neutral and engine off). Loosen screw slowly until you can just turn the output shaft or driveshaft backwards by hand. Then loosen 1/4 turn more and tighten locknut.

### Shorter 2-3 Shift

Install smooth Direct clutches made for E4OD Transmission.

### Vacuum Check - Gas Models

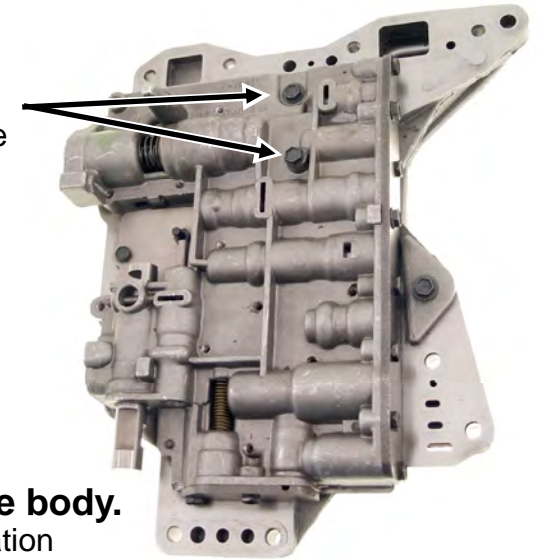
- A. With engine idling, pull hose off at the modulator. The engine must speed up or idle rough. If the engine does not speed up or idle rough, hose is connected to the wrong outlet or a fitting or hose/line is plugged/pinched with debris or carbon.
- B. Lift the vehicle so you can easily reach both the ignition key and the modulator. Start the engine in Park and turn the ignition key off. When the engine is completely stopped and the room is quiet, count to five and then pull the vacuum hose off the modulator to listen for the sound of trapped vacuum escaping. If there was trapped vacuum:
  - 1. Main vacuum hose is sucked shut or carboned.
  - 2. Brake reservoir check valve is no good.
  - 3. Vacuum reserve canister connected to same fire-wall tree.

**FIX:** Connect line directly to manifold. Drill/clean carbon out of hoses and fittings.

## Additional Information

### Disassembly Tip:

Remove these 2 bolts first. Then flip VB over and remove the rest.



### Bolt ID:

### Avoid possible damage to valve body.

Match bolt length to letter code for location and usage on following pages.

Qty Code

1 A



1 B



9 C



8 D



1 E



2 F



11 G



40-50 Inch lbs.

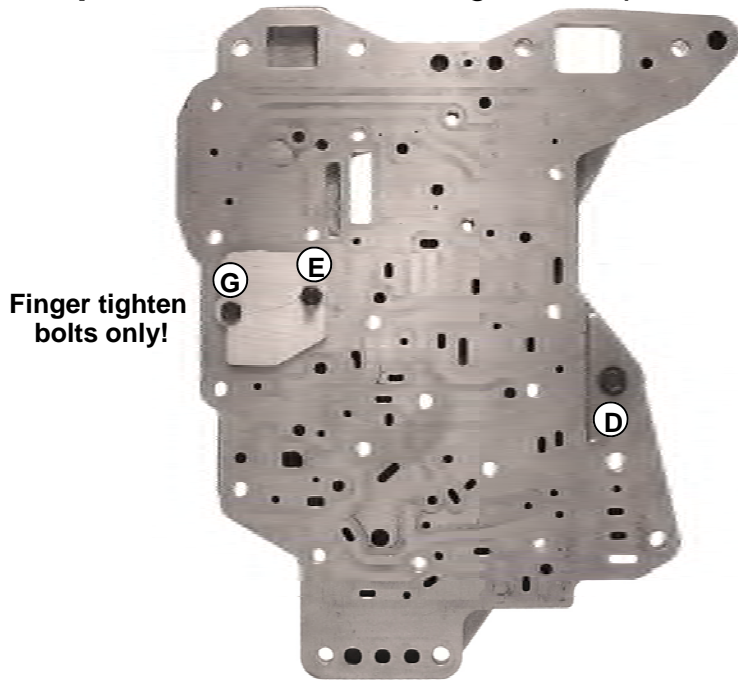
### Notes:

"G" bolt OK in "F" location but "F" bolt NG in "G" location. Some VB's don't use "F" bolts. 71up use 9 "G" Bolts due to Press Reg. has no end plate.

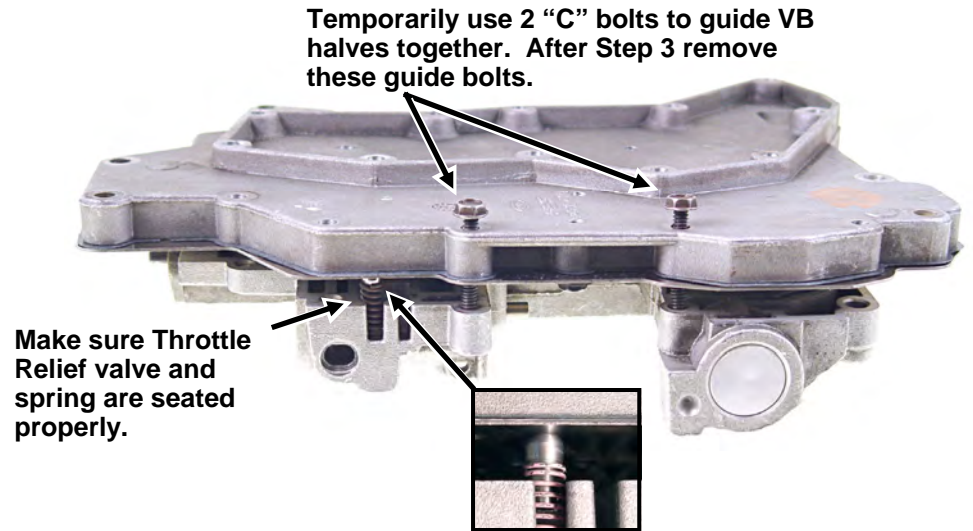
25-35 Inch lbs.

# Bolt location and assembly procedure.

**Step 1** Assemble channel, gasket & plates.

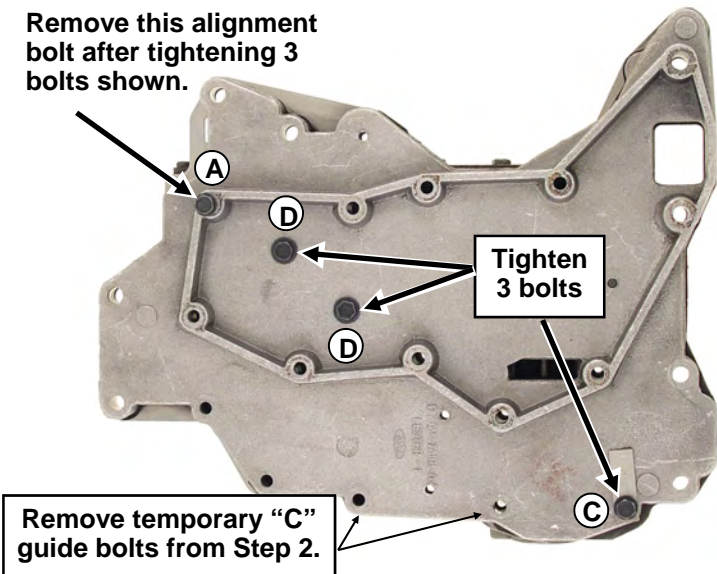


**Step 2** Assemble channel to valve body.

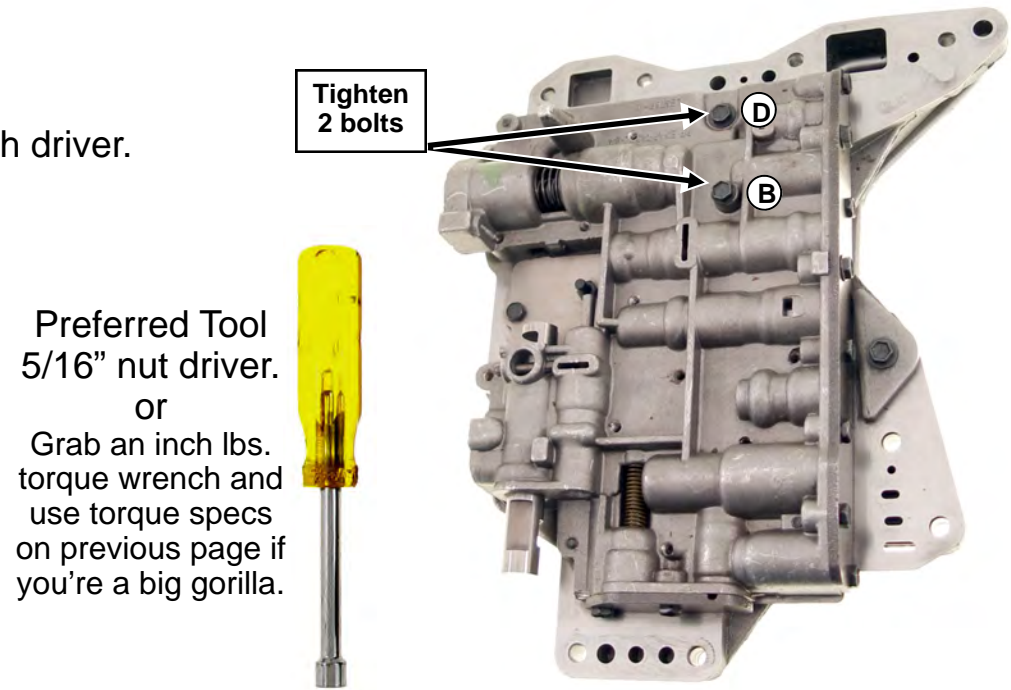


**Step 3** Install 4 bolts shown and tighten 3 with driver.

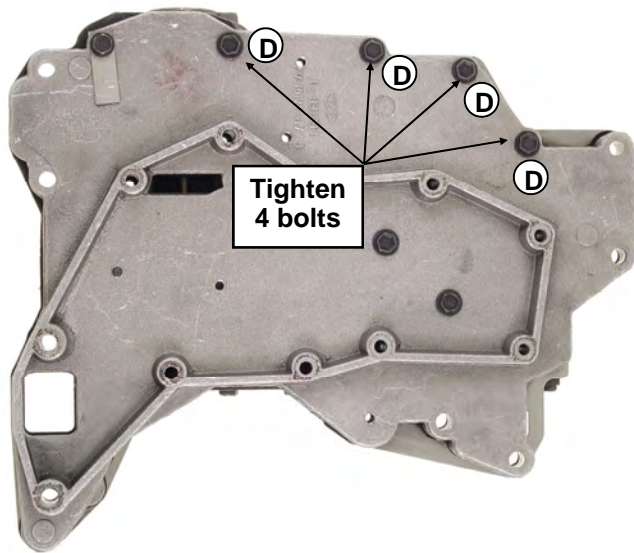
Remove this alignment bolt after tightening 3 bolts shown.



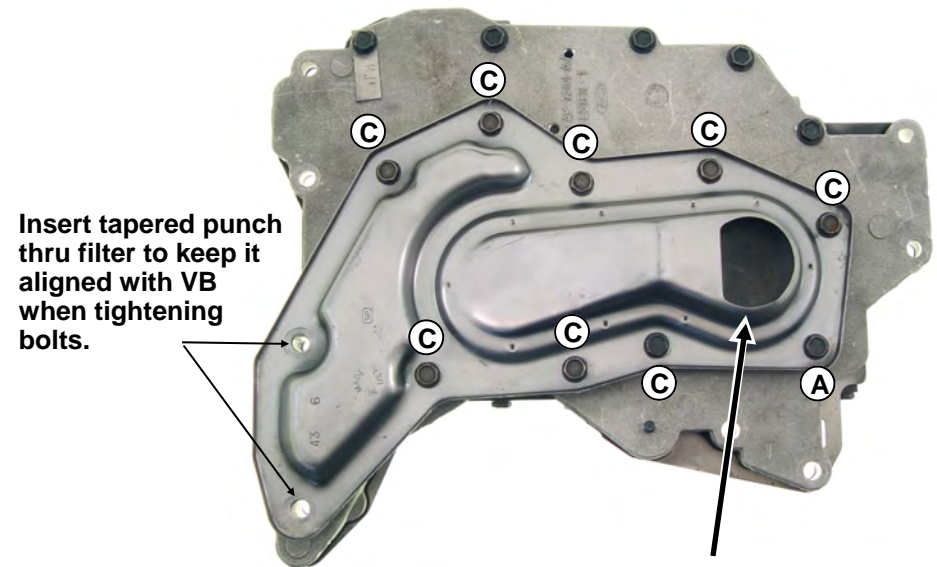
**Step 4** Flip VB over. Install and tighten 2 bolts with driver.



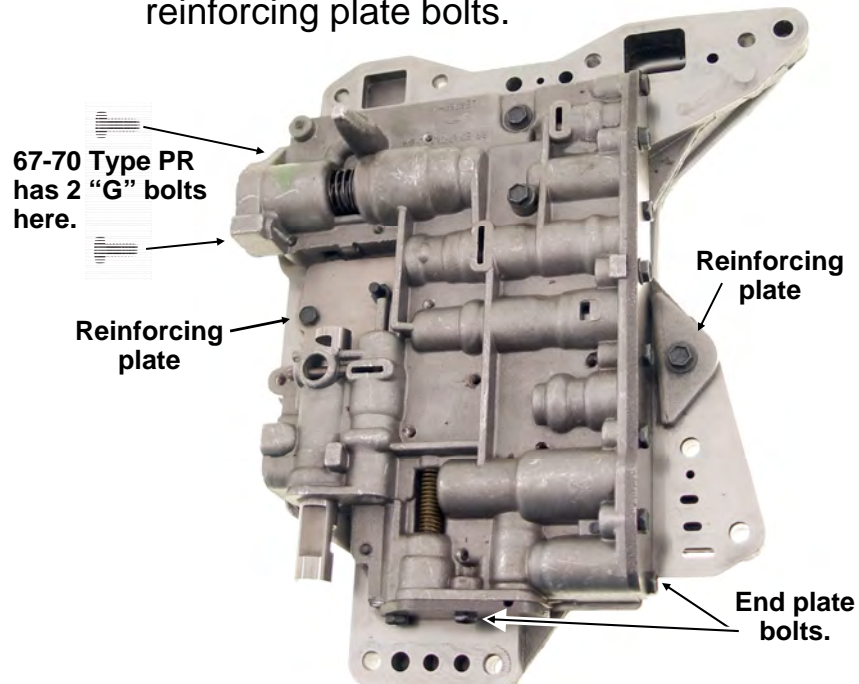
**Step 5** Flip VB over and install & tighten 4 bolts with nut driver.



**Step 6** Place filter on VB, install and tighten filter bolts with nut driver.



**Step 7** Tighten all end plate bolts and reinforcing plate bolts.



**Watch out for this:** Make sure pan does not press against filter opening. A pan bottom bent upward can restrict fluid flow thru filter and damage transmission. Use a mallet to flatten pan bottom.



**Mr. Shift**  
*Thanks for listening!*