



AOD-HP Reprogramming Kit™

**Fits: 1980-1993 AOD 4 Speed Non-Electronic Transmissions.
Short, Firm Shifts with Performance, Durability and “CLASS”.
Tunable wide open throttle shifts* From 5500 - 6800 RPM.**

This Kit does not provide a wide-open throttle up-shift to 4th. Trans will have full automatic operation in OD or D position. *Kit provides optional Parts to tune max throttle up-shift RPM.
Be cautious when tuning max throttle shifts to avoid engine damage!

For Professional Installation

Requires medium to high degree of technical ability and additional tools to install.

Before we get started, we thought you'd like to know...

The AOD Shaft Kit is available now!

Run a C6 Converter in a AOD!
Open Converter performance, No more lugging in
3rd & 4th or coast down chug, Great for street rods.
Save Big \$\$, Custom Converter not required!
Works with standard Ford flex Plates.
You'll love it.

Contact Your Distributor & Order Part # AOD-HPSHAFT-KIT.



Stub Shaft

Main Shaft

Works with cast iron or stamped Drums!

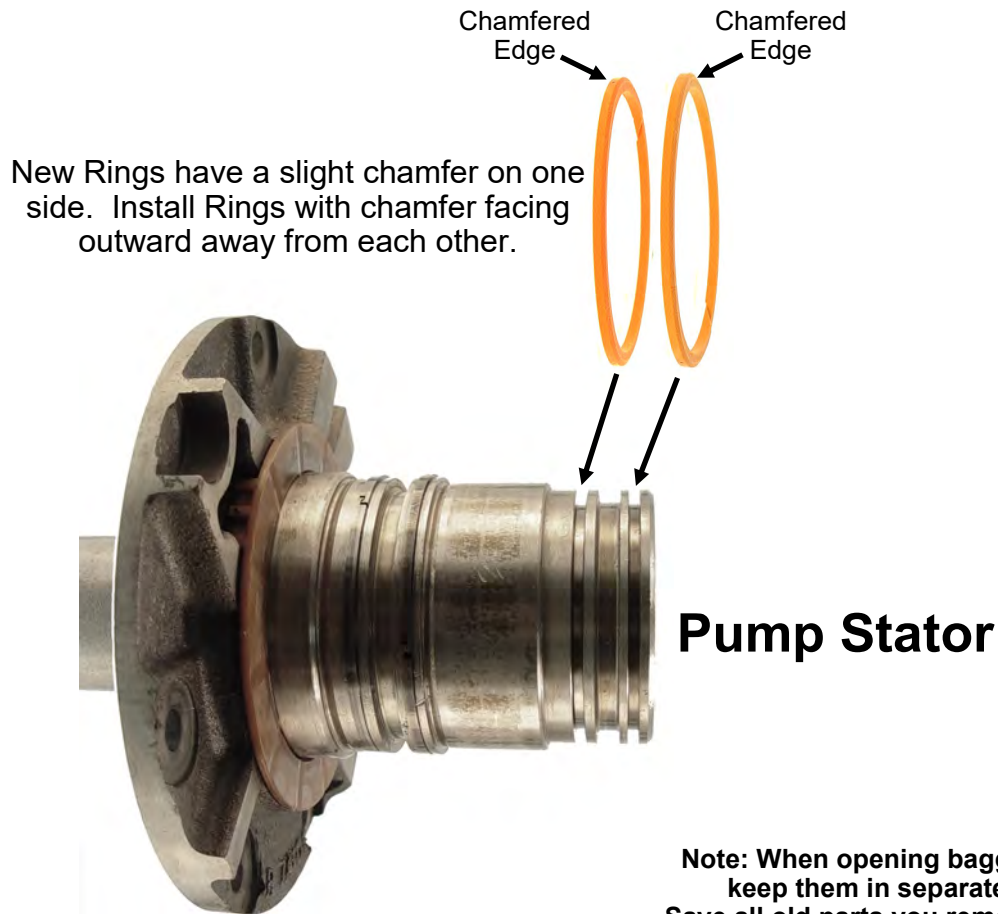
(This shaft replaces both the original direct clutch shaft and the input shaft for the forward drum!)

If Engine has less than 300HP SKIP this page!

Step 1.

If Engine has **300HP or greater**, **REMOVE** Transmission and **Install New Plastic Rings**.

Note: 300HP & Up requires Higher Pressure. Higher Pressure & Factory Forward Rings won't live! Do not skip this step!



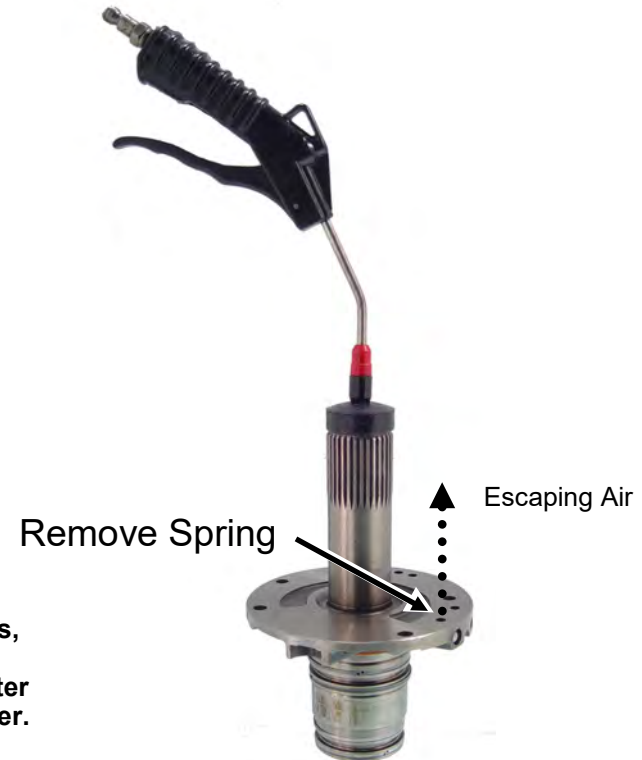
Note: When opening bagged kit parts, keep them in separate groups! Save all old parts you remove until after the vehicle is delivered to the customer.

Stator Cooler Flow Air Test.

(If trans is out of vehicle do this simple Lube check)

Testing Cooler Check Ball

Remove Spring with a Paper Clip. Set Stator on flat Bench and place a rubber Grommet with through hole (old Shock Bushing works perfect) on Tube end. Blow shop air into Stator Tube, air must *blast* out of check Ball hole. If Ball is stuck, there will be little or no air coming out. If little to no air comes out, spray penetrating oil in hole, let it soak and retest. If you can not free it up grab another Stator and test it. *Do not clean Stators in Water based Parts Cleaners.* When Ball is stuck Trans will have no Cooler flow and will turn all Washers & Bushings blue. Perform these steps on all C4-C6-AOD Stators, C5's have the Ball & Spring omitted from the Factory.



Step 2. Select A or B to match the Engine HP!

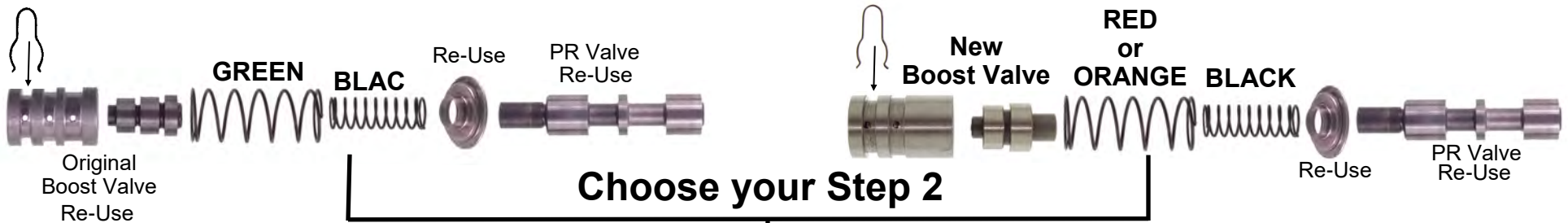
A) Engines LESS than 300HP!

Install **New Green** outer and **Black** Inner PR Springs
Re-use your **original** Boost Valve, Bushing & Retainer.

← OR →

B) Engines with 300HP or MORE!

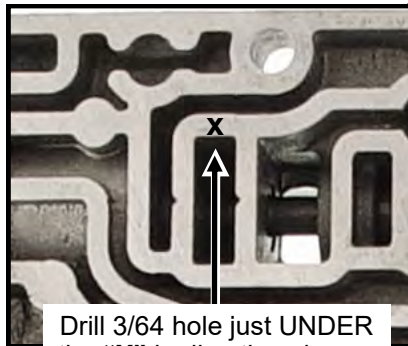
The New Plastic Rings are **required** to do the following:
Install **New (Red & Black for engines up to 350HP)**
OR (Orange & Black springs for **over 350 HP**)
Install **New** Boost Valve & Bushing, Re-use Original Retainer.



Step 1.

Do this for 300 or more HP!
Less than 300HP skip this step!

With a 3/64 drill, on an angle just under the "X", drill a hole thru the side of the upper wall of the rectangular cavity in the direction of the arrow.
Clean the VB of drill chips!



Drill 3/64 hole just UNDER the "X" in direction shown.

Valve Body

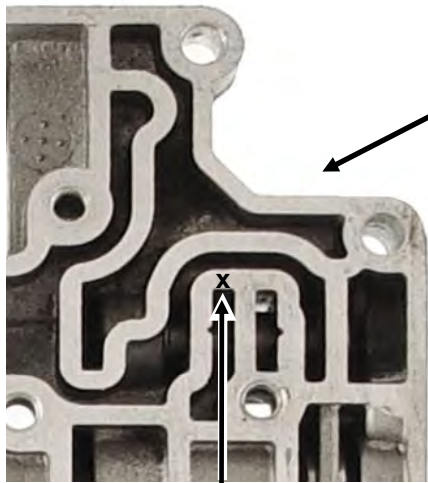
It's okay if Valve Body had a Spring & Orifice Plug or just a Ball. Re-install whatever you found here.

Step 1.

Install **GREEN** 2-1 Schedule Spring



Police VB's start off in 2nd gear in Manual 1st and have one piece Valve here.



Need even more 1-2 firmness? If **AFTER** road test **AND** the blue 1-2 cap valve spring is already installed, Drilling a .055 hole just under the "X" in the direction of the arrow will further increase 1-2 firmness. Usually it's too rough when using low stall converters!



Remove Cap Valve before drilling!
Clean VB after drilling!

Step 2.

Install **New** 1-2 cap Valve and **GREEN** Spring for firm 1-2 shift. For Firmer 1-2 shift use **BLUE** spring. Spring fits into Valve bore.

1-2 Cap Valve
GREEN or **BLUE**



ORANGE*
inner

WHITE

Accum

ORANGE

Tight BLUE

O-ring on
Outer End
of New Plug

Step 3.

NOTE: *Install *Inner Orange* ONLY if there is a bore on small end of Accum Valve. Install Accum Springs as shown. New end Plug installs with bore facing out. O-ring in outer groove. Clip in center groove.



Step 4.

Install **small Orange** TV Limit Spring.

5/16 Ball

Check balls

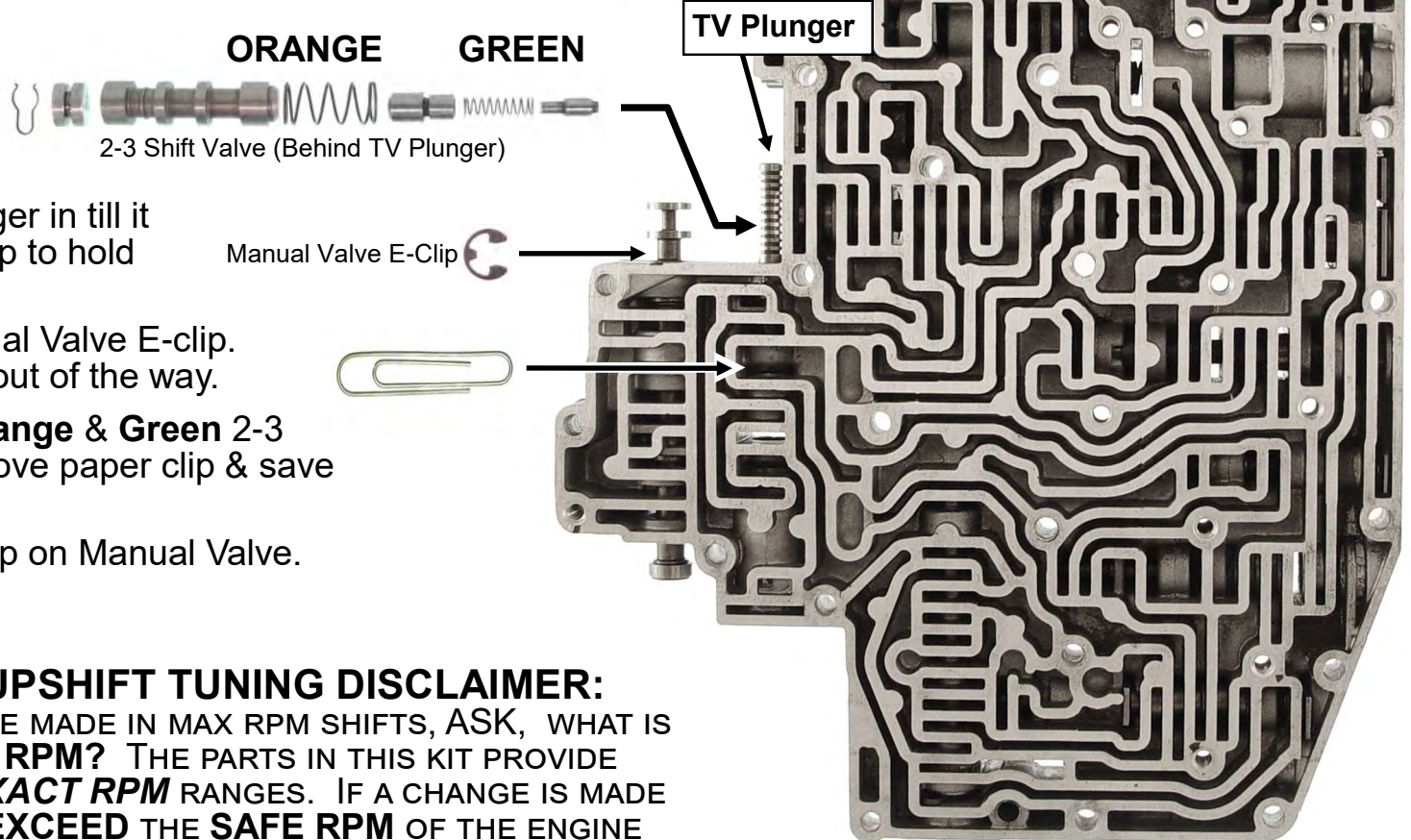
- © Six plastic 1/4"
- © One 5/16 Plastic

Optional Full throttle up shifts in "D" at Prox 5500-6000-6400-6800

The steps on **this** page and installing the Hi-Rev Governor parts on page 7 provides the max throttle shift timing options.

Know what the safe MAX engine RPM is BEFORE making any changes.

To leave shift timing alone on unmodified vehicles, **skip** this page and page 7.



Step 1. Push TV Plunger in till it bottoms. Insert paper clip to hold it in place.

Step 2. Remove Manual Valve E-clip. Push manual valve in & out of the way.

Step 3. Install new **Orange & Green** 2-3 shift valve Springs. Remove paper clip & save the old springs.

Step 4. Re-install E-clip on Manual Valve.

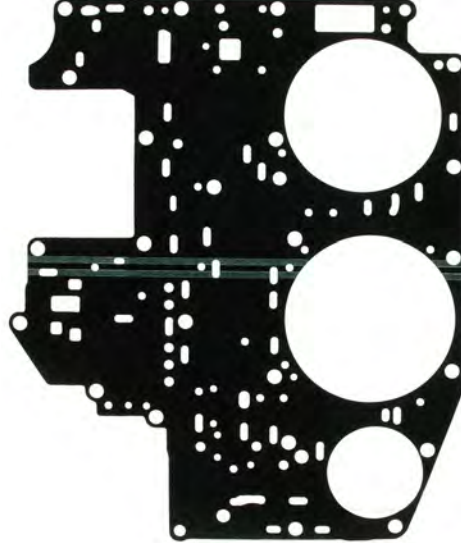
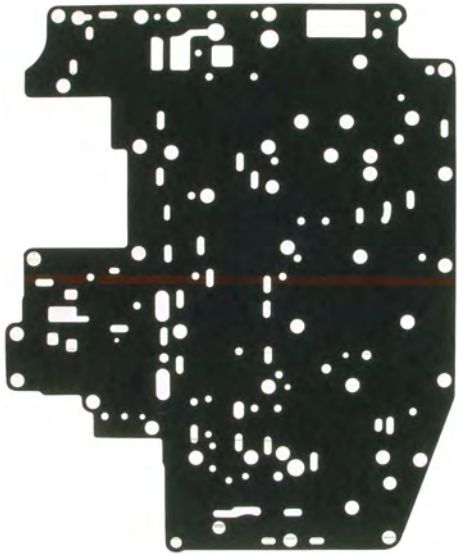
MAX THROTTLE UPSHIFT TUNING DISCLAIMER:

BEFORE ANY CHANGES ARE MADE IN MAX RPM SHIFTS, ASK, WHAT IS THE **SAFE MAX ENGINE RPM?** THE PARTS IN THIS KIT PROVIDE **APPROXIMATE, NOT EXACT RPM** RANGES. IF A CHANGE IS MADE **BE VERY AWARE NOT TO EXCEED** THE **SAFE RPM** OF THE ENGINE DURING TUNING. TRANS GO IS NOT LIABLE FOR ANY VEHICLE OR PROPERTY DAMAGE, PERSONAL INJURY OR LOSS OF TIME AND INCURRED EXPENSES THAT MAY OCCUR UNDER ANY CIRCUMSTANCES.

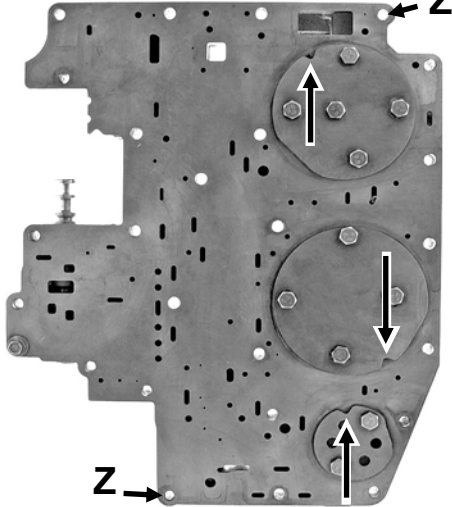
Separator Plate & Gaskets

Valve Body to Plate

Valve Body to Case



Install Z Bolts first



Hold-down Plate Notch Locations.

Plate Hole Sizes:

A = If plate has this hole drill it .063 (1/16)

B = .055 (# 54)

C = .042 to .043 (# 57 or 58)

E = .055 (# 54)

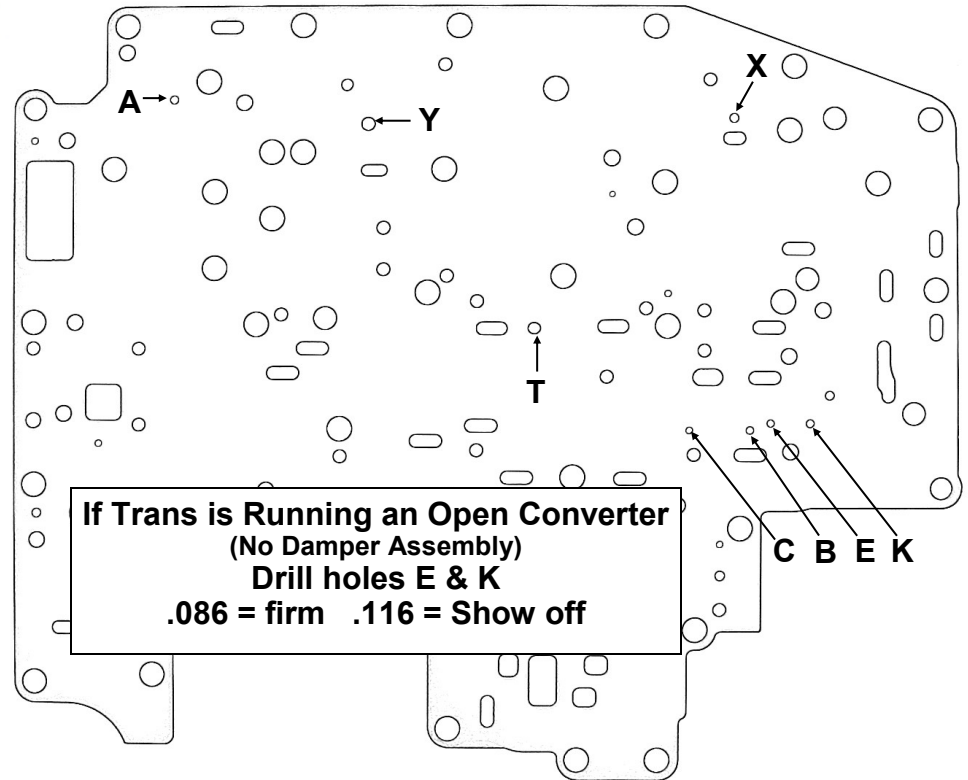
K = .063 (1/16)

T = .125 (1/8)

X = .093 (If plate has hole. Slot ok as is.)

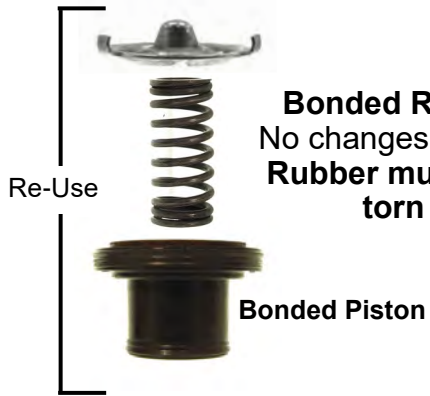
Y = .093 (If plate has hole. Slot ok as is.)

If holes C,B,E or K are bigger than shown, re-size the hole as follows: Place a 1/4" steel check ball over the hole with plate on a HARD surface and smack it with a light hammer and re-drill.



Follow Instructions for YOUR TYPE 2-3 Accumulator Piston.

Bonded Type



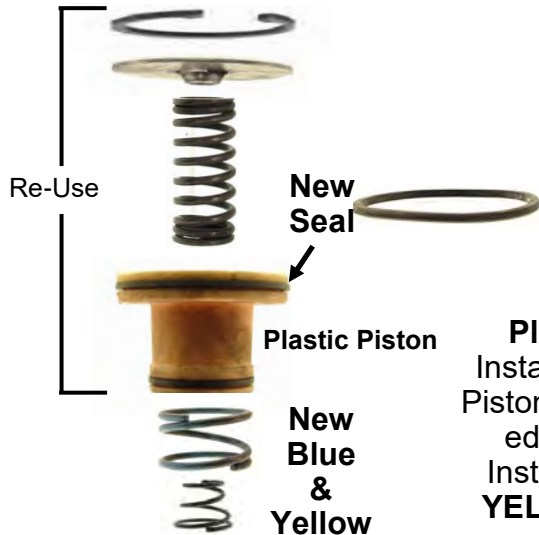
Bonded Rubber Piston:
No changes, Re-install as is.
Rubber must not be hard, torn or worn.

Aluminum Type

Aluminum Piston:
If O-rings on Piston are ok, re-use them.
Install **New BLUE & YELLOW Springs.**



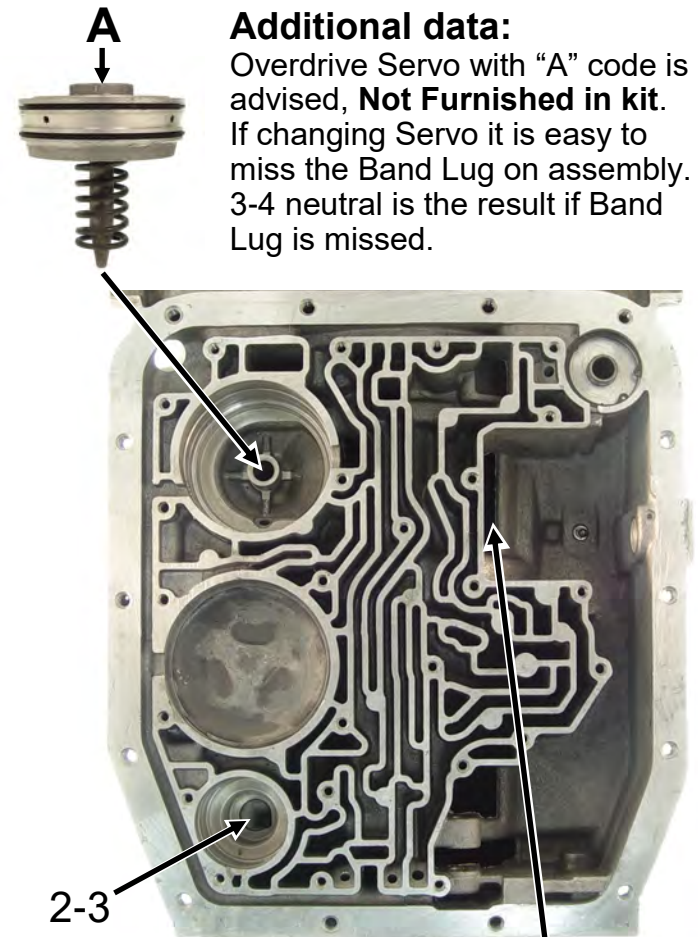
Plastic Type



Plastic Piston:
Install **NEW Seal** on Piston with chamfered edge facing out.
Install **New BLUE, YELLOW & factory Spring.**

Additional data:

Overdrive Servo with "A" code is advised, **Not Furnished in kit.**
If changing Servo it is easy to miss the Band Lug on assembly.
3-4 neutral is the result if Band Lug is missed.



2-3
Accumulator
installs here.

IF REMOVING Servo,
Wedge the band here with a long thin screwdriver until after the servo is re-installed.

Optional Hi-Rev parts-to be used with page 4.

Full throttle up shifts at **APPROXIMATE** 5400-5900-6400-6800

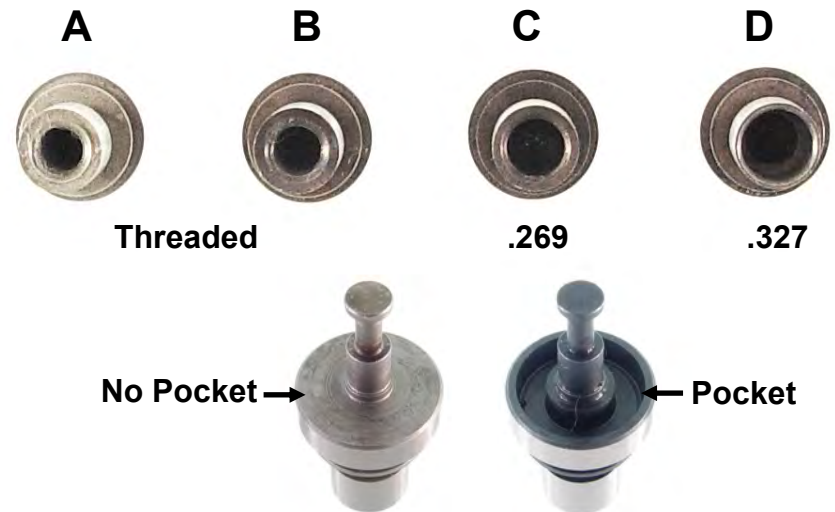
Use caution when tuning max throttle shifts to avoid engine damage!

Extension Housing Gasket not furnished.

Step 1.

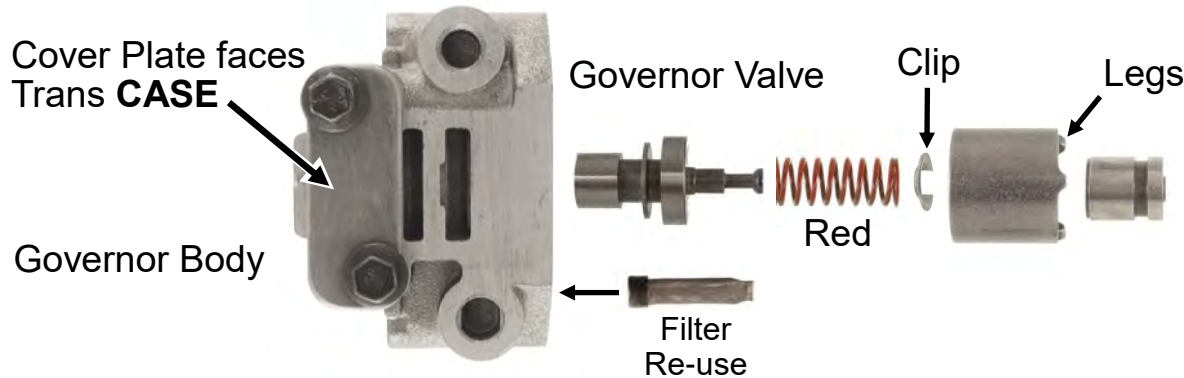
Select New Gov Valve for desired **PROX** shift RPM.

- Threaded bore no pocket 5400 RPM-A
- Threaded bore with pocket 5900 RPM-B
- Non threaded w/.269 bore 6400 RPM-C
- Non threaded w/.327 bore 6800 RPM-D



Step 2.

- 1) Remove & save Clip from OE Governor Valve.
- 2) Install Red Spring & Clip on new Governor Valve.
- 3) Reassemble Governor.



Note: Converter stall and Engine torque Will effect max up-shifts RPM.
RPM FIGURES ARE APPROXIMATE.
This product will **not work with** Low Ratio Planetary Gear set (4R70W)

ADDITIONAL DATA: READ CAREFULLY!

This product is designed to work with a Factory Throttle pressure linkage. Correct Throttle pressure linkage setup is crucial for proper transmission function, durability and performance. A throttle cable that's hooked up to the trans & carb on a transplant, conversion or even just a replacement aftermarket carburetor may not have the correct geometry like the factory linkage does.

If it's not correct, it can compromise durability & performance. Engine power and line pressure **MUST** rise together from minimum line pressure at engine idle, to max line pressure at wide open throttle. Pressure should start to rise as soon as throttle is added and continue going up as throttle increases.

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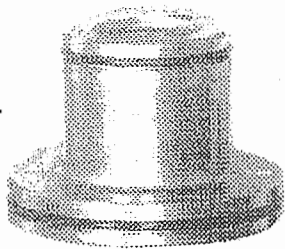


Mr. Shift
“Thanks for Listening”

SK® AOD; AOD-PSK; AOD-HP

Listen up: If trans has *aluminum* 3rd Accm Piston ***don't use seal*** furnished in the kit.

Install new seal
on plastic piston.



K\AOD-P\pstseal