

TRANS^{GO}

REPROGRAMMED AUTOMATIC

Aluminum Powerglide

TOOLS RECOMMENDED

FOR THE EASIEST, QUICKEST INSTALLATION

SPEED HANDLE OR RATCHET

1/2" SOCKET

SNAP RING PLIERS



This Trans-GO Kit was a very intelligent decision. Your transmission will love you for it. This kit transforms a good working "stock" automatic transmission into a rugged, responsive, hi-performance unit.

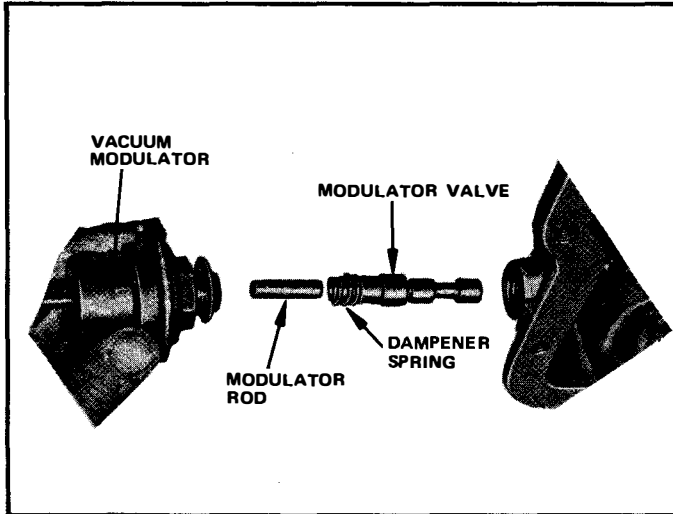
A Trans-GO Kit will more than double the life of your transmission under high load conditions. There's no reason to lose precious efficiency with soft shifts that generate heat and consume horsepower.

Trans-GO brings automatic transmission performance out of the dark ages into the space age, in one giant step. Installed in your transmission, a Trans-GO Kit recalibrates it to hi-performance specifications. It controls shift timing and "shift feel" for instant response and racing performance.

Cleanliness is important. An ideal place for valve body work is a clean table or work bench free of any other parts or springs. A piece of cardboard makes an excellent working surface once the valve body has been drained of transmission fluid.

Now you are ready to throw a shift that will make the 4 Speeders Jealous!

Figure 1.



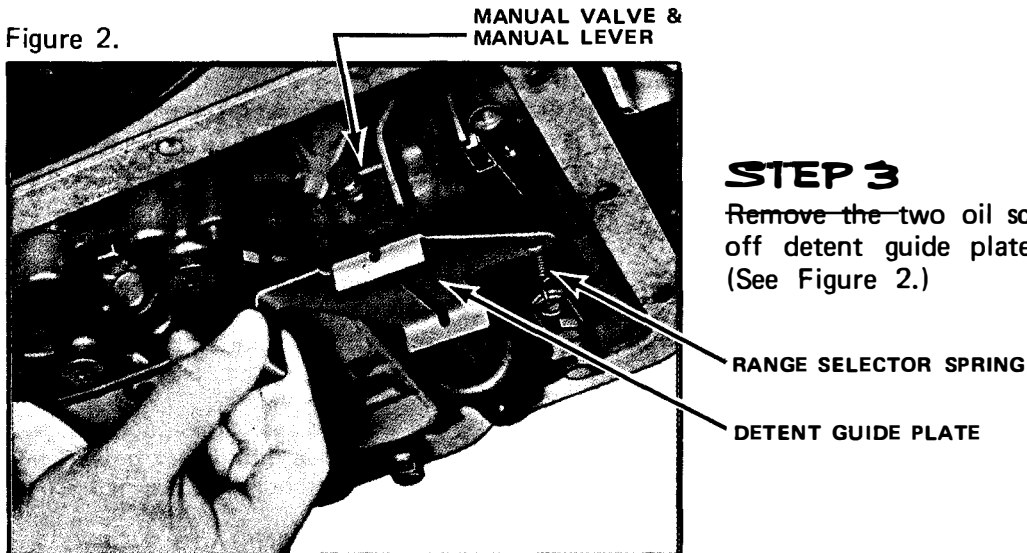
STEP 1

Remove bolts holding transmission oil pan to case (use 1/2 inch socket). If fluid is to be reused it should be drained into a clean container.

STEP 2

The vacuum modulator on left rear corner of case must be removed. Disconnect vacuum line, unscrew vacuum modulator and remove modulator rod, dampening spring and modulator valve. (See Figure 1.)

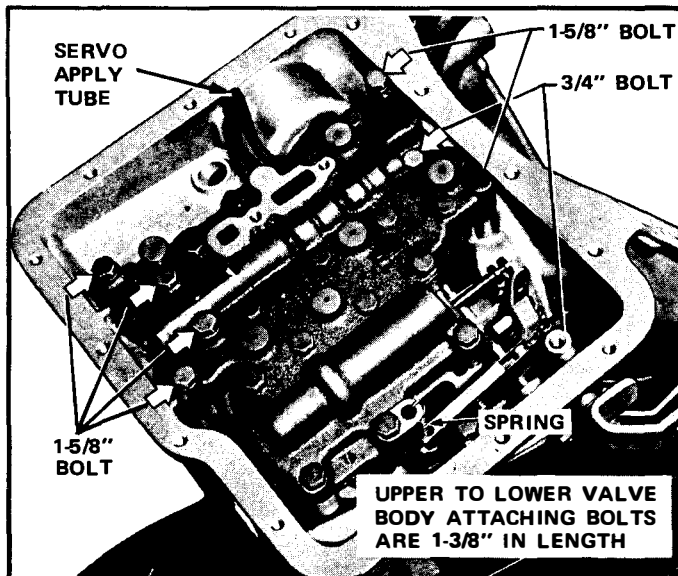
Figure 2.



STEP 3

Remove the two oil screen retaining screws. Take off detent guide plate and range selector spring. (See Figure 2.)

Figure 3.



STEP 4

Remove bolts attaching valve body to case (indicated with arrows) and carefully remove valve body, disengaging servo apply tube from transmission case as valve body is removed. (See Figure 3.)

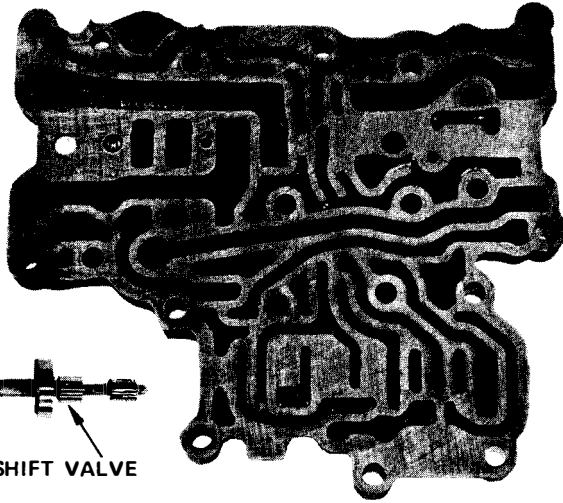
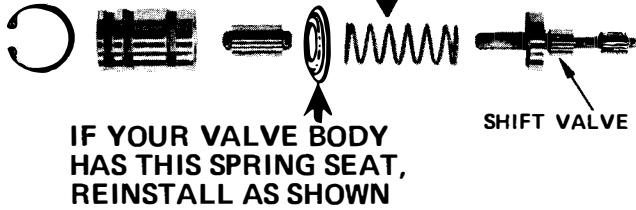
STEP 5

This valve body is held together by the remaining bolts. Remove them (use 1/2 inch socket) and separate the upper and lower body. Be careful not to nick or bend the steel separator plate. Clean all gasket material from valve body and separator plate. Wash all parts in clean solvent.

LOWER VALVE BODY

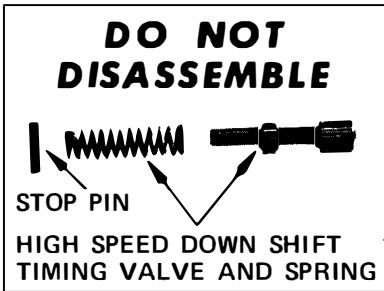
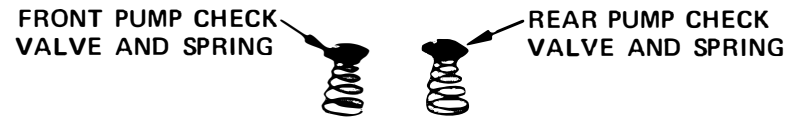
Figure 4A.

Some models had two springs here
INSTALL BLUE SPRING ONLY



UPPER VALVE BODY

NOTE: FRONT AND REAR PUMP CHECK VALVES AND SPRINGS ARE IDENTICAL.



MANUAL VALVE



Figure 4B.

REINSTALL THIS SCREEN IF YOUR VALVE BODY HAS IT.



STEP 6
Install new springs as indicated, discard old springs that they replace.

STEP 7

Using new drill (furnished) enlarge holes in separator plate as shown. (See Figure 5.)

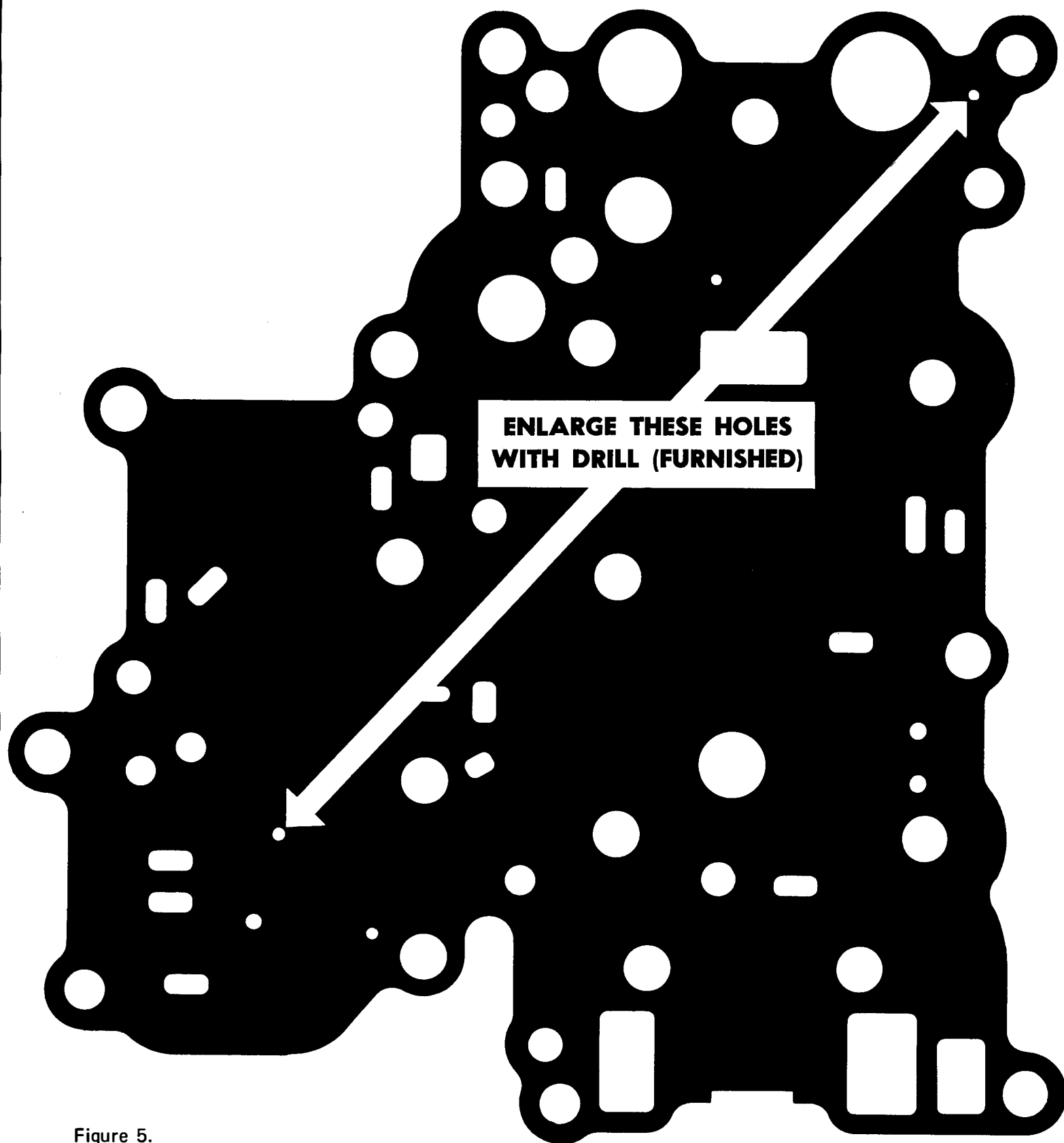


Figure 5.
Aluminum Powerglide Separator Plate.

STEP 8

Cover separator plate with very light coating of grease and stick one new gasket to each side of plate. (See Figure 6.)

NOTE: 1967 and later gaskets are both alike. These two gaskets can be identified by matching. All the holes will be the same.

STEP 9

Reassemble valve body, make sure front pump check valve and rear pump check valve do not become caught between valve body and separator plate (1963-66).

STEP 10

Start all valve body bolts by hand before any are tightened. Proper torque is 80 inch-pounds.

STEP 11

Valve Body Installation: Carefully guide servo apply tube into its bore in transmission case before starting bolts. (See Figure 3.) Be sure manual lever is properly engaged with manual valve. (See Figure 2.)

STEP 12

Connect range selector spring and install detent guide plate. (See Figure 2.) Tighten bolts attaching valve body to case, recommended torque is 80 inch-pounds. Wash oil screen in clean solvent and attach with two retaining screws.

STEP 13

Install modulator valve and dampening spring and install new modulator rod furnished in kit. Hollow end of rod goes into vacuum modulator (furnished). Install modulator and connect vacuum tube. (See Figure 1.)

STEP 14

Wash and scrape old pan gasket from transmission case and oil pan. Wash pan in clean solvent and install using new gasket furnished in kit.

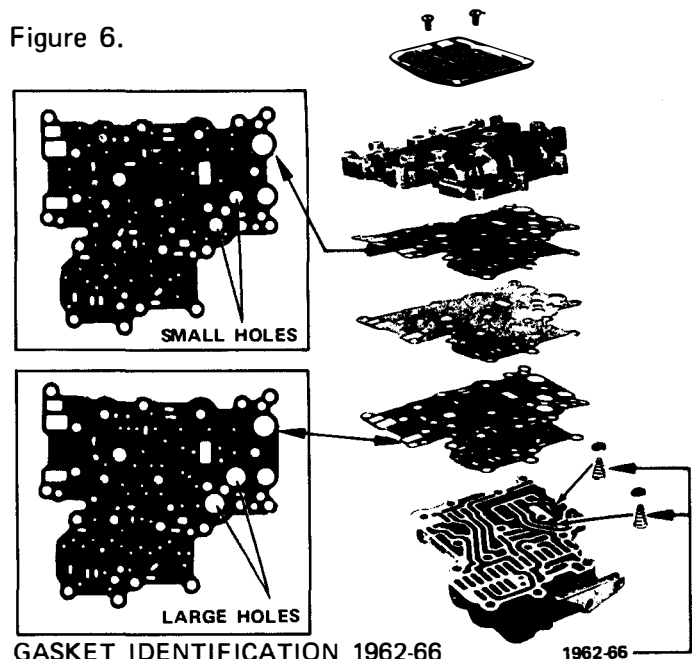
STEP 15

Pour three (3) quarts of fluid into transmission, start engine with selector lever in "P" (Park). Add fluid until level is approximately 1/8 inch below full mark. Check fluid after transmission is warm and bring level to full mark.

STEP 16

VACUUM LINE CHECK: With engine idling, disconnect vacuum line at the transmission, engine must speed up or idle rough. If engine does not speed up or idle rough, vacuum line is restricted. Find restriction and drill out with 1/8" drill. Replace vacuum line if collapsed or cracked. It is recommended that the vacuum line be hooked to the manifold and NOT THE CARBURETOR.

Figure 6.



GASKET IDENTIFICATION 1962-66

1962-66

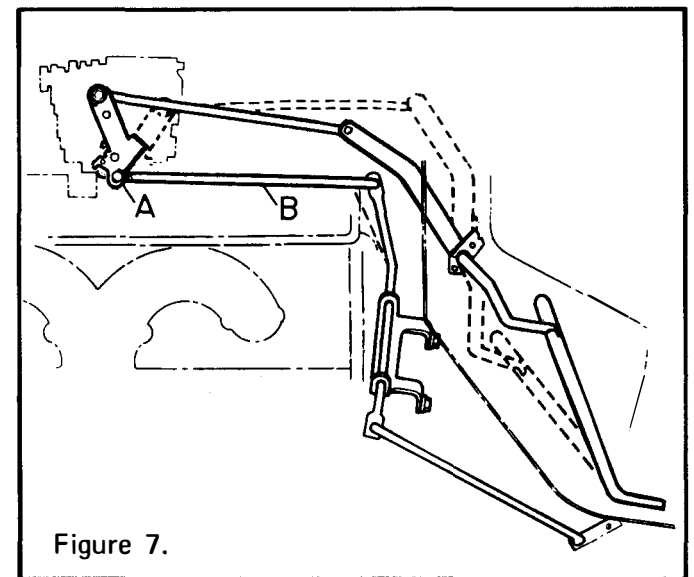


Figure 7.

STEP 17

T.V. ADJUSTMENT (See Figure 7)

1. Back adjustment off (lengthen rod B) until there is no passing gear above approximately 28 mph, this usually takes 5 to 10 turns on swivel "A".
2. Add T.V. (shorten rod B) until passing gear returns.
3. Now add (shorten rod B) 6 more turns.

STEP 18

Drive approximately two miles moving lever to all positions a dozen times or more. Once operating temperatures have been obtained, check oil level in the transmission, add if necessary. Do NOT run above full mark.

Now you're ready to let it happen!

TRANS GO

REPROGRAMMING KITS™ FOR
AUTOMATIC TRANSMISSIONS

MANUAL CONTROL

Stick Shift

KIT

Aluminum Powerglide

READ THIS BEFORE STARTING INSTALLATION

INSTALLING THIS SHIM COMPLETELY ELIMINATES AUTOMATIC SHIFTING. "D" POSITION IS HIGH GEAR, "L" POSITION IS LOW GEAR.

PROCEED WITH PG-2 REPROGRAMMING KIT™ INSTALLATION UNTIL YOU COMPLETE STEP 5. THEN FOLLOW THIS INSTRUCTION SHEET TO INSTALL STICK SHIFT SHIM.

STEP 1.

(DURING STEP 6) Install PLAIN SHIM on Shift Valve as shown in Figure 1. Use thick grease to hold Shim on the end of Shift Valve.

FIGURE 1.

IF YOUR VALVE BODY HAS THIS SPRING SEAT, REINSTALL AS SHOWN



Some models had two springs here.

INSTALL BLUE SPRING ONLY

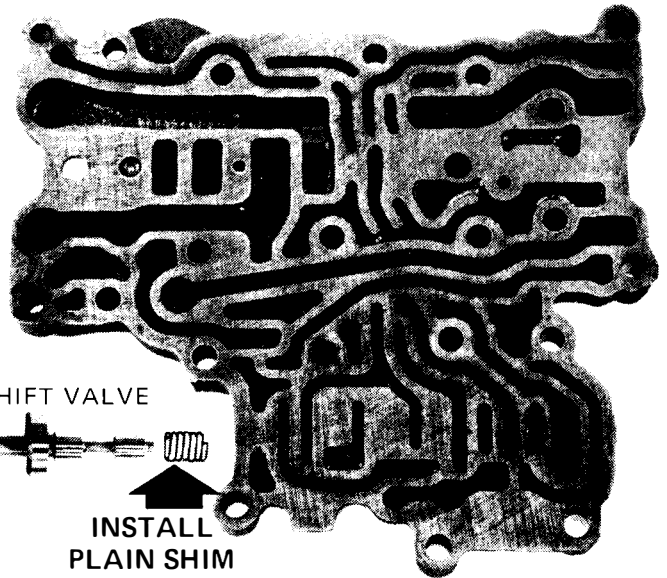


SHIFT VALVE



INSTALL PLAIN SHIM HERE

LOWER VALVE BODY



STEP 2.

Continue to install reprogramming kit as shown in Step 7 of reprogramming instructions.

STEP 3.

It will not be necessary to run a kick-down rod. It is best to have manifold vacuum connected to the modulator. If vacuum is not possible, leave tube on modulator "OPEN". Do not use "trick" plugs to eliminate modulator. *MODULATOR MUST BE USED* even if vacuum is not connected.

STEP 4. – AUTOMATIC SHIFTS

To convert back to automatic shifts, just remove shim from Shift Valve.

We thank you very much for using this kit. We hope that you will enjoy using it as much as we enjoyed making it.

Now you are ready to throw a shift that will make the 4 Speeders Jealous!

TRANS-GO • 2621 MERCED AVE. • EL MONTE, CALIF. 91733

PG2-S

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HAVE A NICE DAY!

