

Heavy Duty and High Performance Applications

Fits: all 1996-up 46RE & 47RE with 3/16 ball in lower side of channel casting. Also fits all 48RE Valve Bodies.

Does Not fit 1995 Type RE VB's **without** 3/16 check-ball in side lower side of channel casting.

Features

Quicker line rise to better match torque rise.

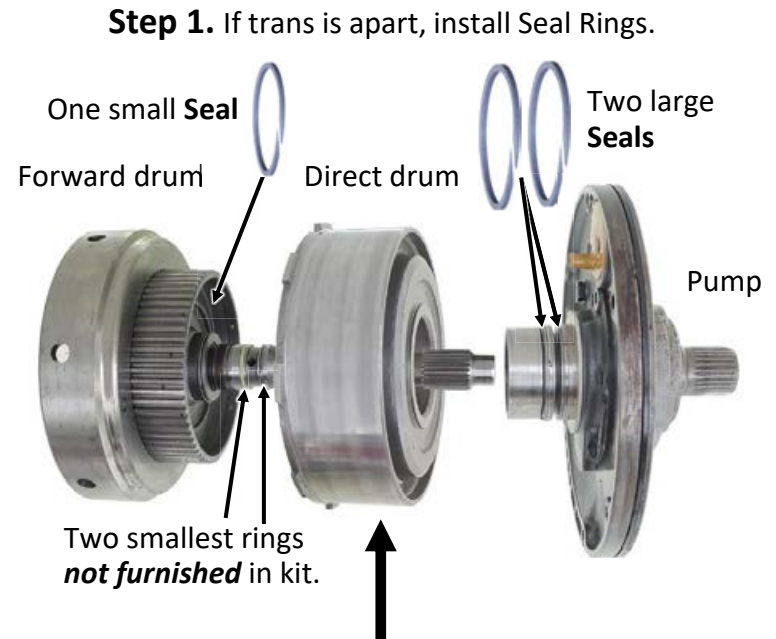
Expands Max line pressure to 185 PSI for increase holding capacity in all forward ranges. Short Clean Shifts that hold the power.

Full Control Of TCC Apply In 2nd, 3rd & 4th Gears & Optional 1st Gear lockup.

Can be shifted thru all gears up & down with TCC ON.

(Requires manual control of solenoid electrical signals.) Not provided.

If you are new to the high pressure torque-flight world it is highly Recommend running a billet front Servo Arm, stronger front servo strut & a ridged front Band. This kit doubles max factory apply pressure 1st-3rd, with a 70% increase in 4th on 46RE & 47RE's & a 45% increase in 4th on 48RE's



High Clutch Clearance less than .085" can cause a 2-3 Bind-up! .085" to .095" is perfect. Adding plates by reducing clearance is a step in the wrong direction. Its been this way for 57 years!

Step 1. Optional Rear Servo parts:

Only if maximum 1-2 shift firmness is desired.

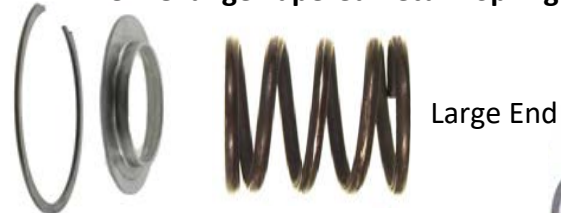
Not for Towing or Work Trucks.

With double wrapped rear band & matching smaller rear servo, install the **New Orange Tapered Return Spring** with Large OD end of spring into servo piston and install new spacer inside cushion spring as shown.

With a single wrapped rear band & matching larger rear servo, Install **New Plain Servo Return Spring** and install new spacer inside cushion spring as shown.

Also see Page 7 Step 4.

New Orange Tapered Return Spring



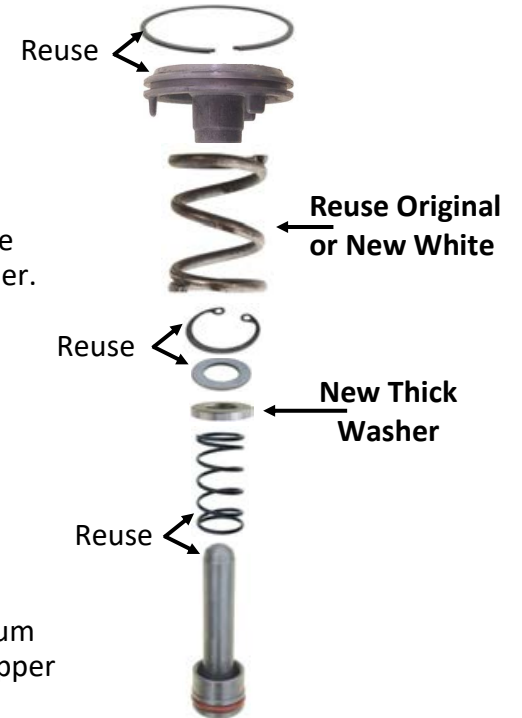
New Plain Return Spring



Step 2. Stock Front Servo piston with all apply levers, Install **new** Thick washer as shown reuse original Return spring.

Only If Using aftermarket oversized Front Servo with apply lever greater than 4.2— Discard original servo return spring and use **new** White spring without new Thick washer.

Front Band Adjustment snug with a short wrench & back off 1 1/4 turns.

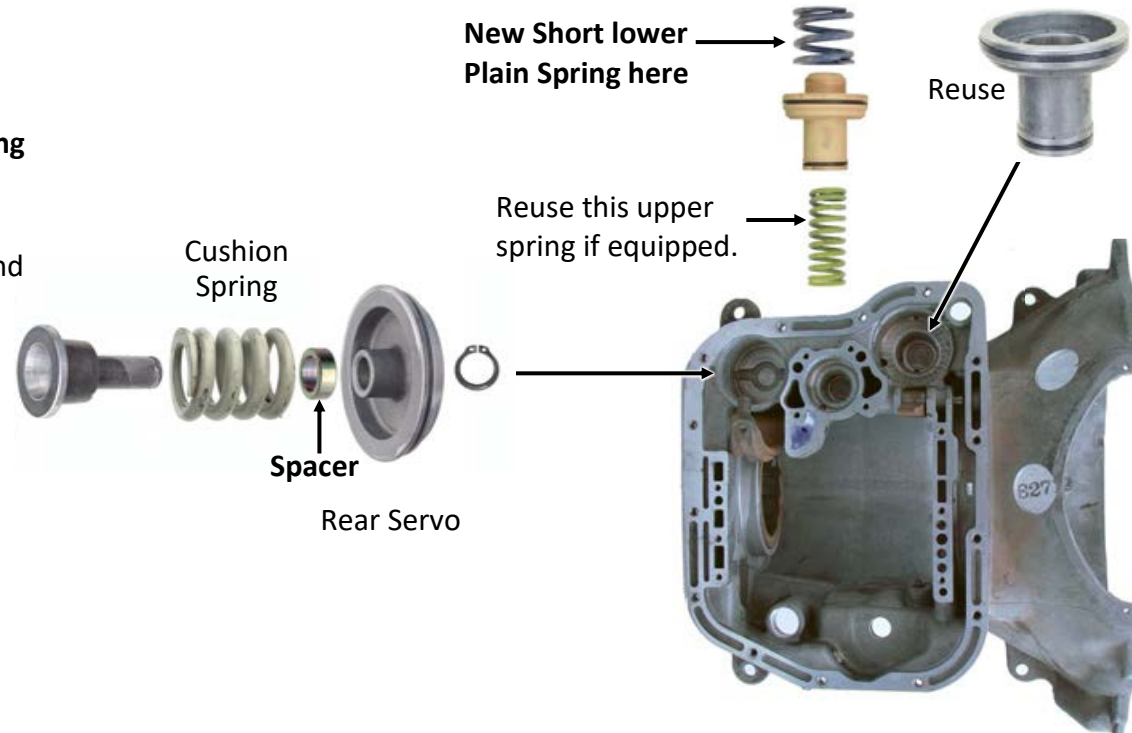


Step 3. 2nd Accumulator

Install **new** short plain lower 1-2 Accum spring as shown. Some models use upper spring-reuse if it had one.

New Short lower Plain Spring here

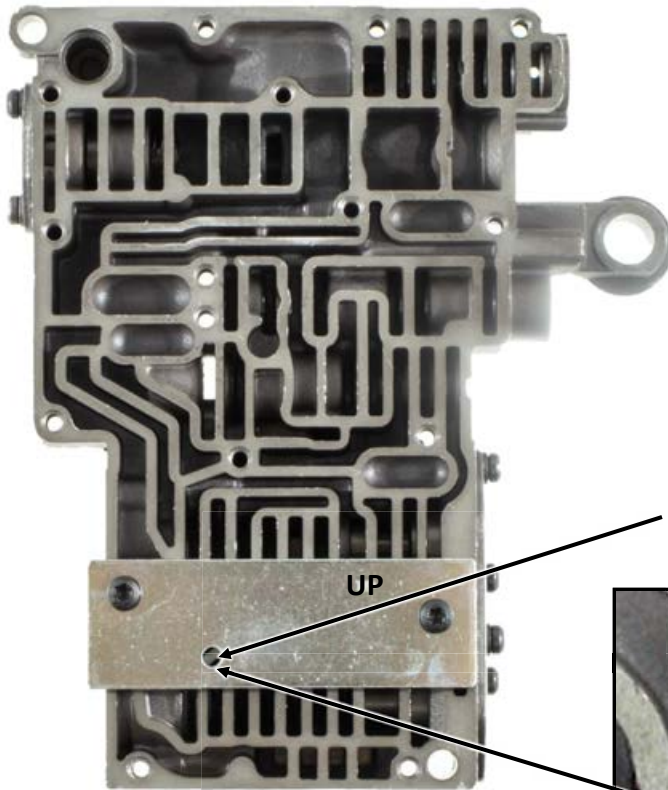
Reuse this upper spring if equipped.



Step 1. Borrow 2 short screws from the VB, & mount drill guide plate to VB with the word "UP" facing UP and on the upper right hand side as shown. You will be removing a small portion of the VB wall with a drill bit and a drill "depth-stop" spacer.

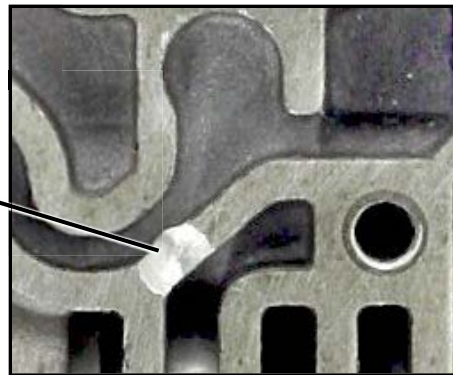


Tighten the screws to prevent plate from moving while drilling.



Step 2. Using Wound Spacer furnished, adjust 3/16" drill into drill chuck until only .435" of drill is sticking out of spacer. This will stop the drill from going too deep. Do not drill thru the VB.

Step 3. Using Spacer as a stop, drill straight down into this hole with the 3/16" drill. Your done when the drill stop spacer hits the guide.

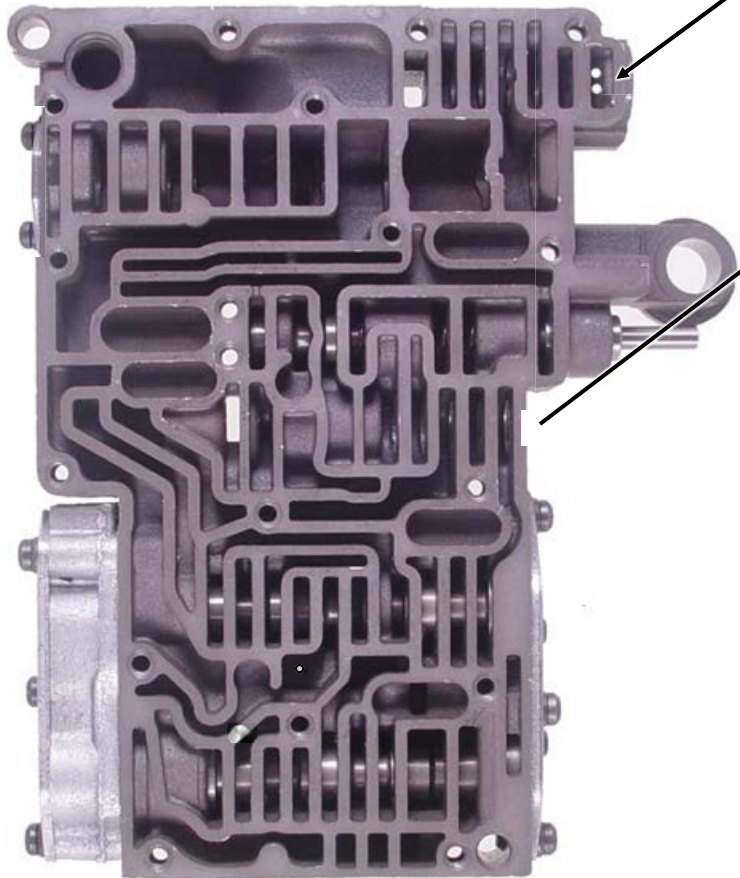


Step 4. Remove Drill Plate & put back the borrowed screws.

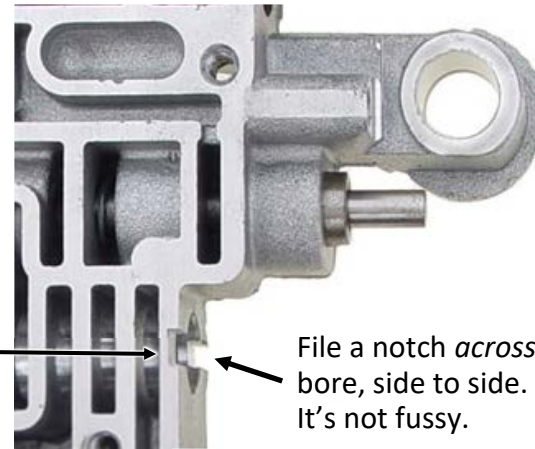
Drilling completed showing wall removed.

Installing Multi-Disc Converter? If so, SKIP Step 1.

Step 1. Drill one or two .073 -.083 holes down through the bottom of the most outboard passage. One Hole = Slightly firmer lockup
Two Holes = Much firmer Lockup



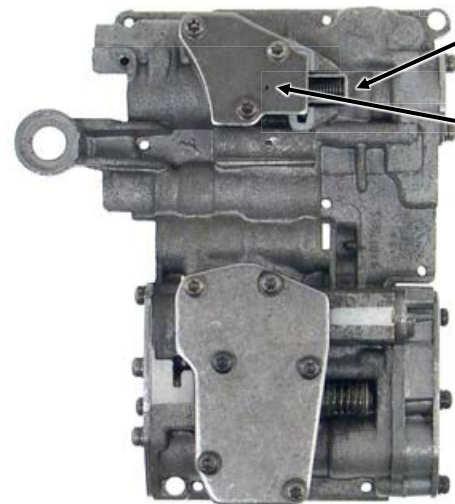
Step 2. Turn the valve body over. Using the edge of a large file, file a notch about *halfway* thru the thickness of this partition. Clean VB of all drill & filing debris.



File a notch *across* bore, side to side. It's not fussy.

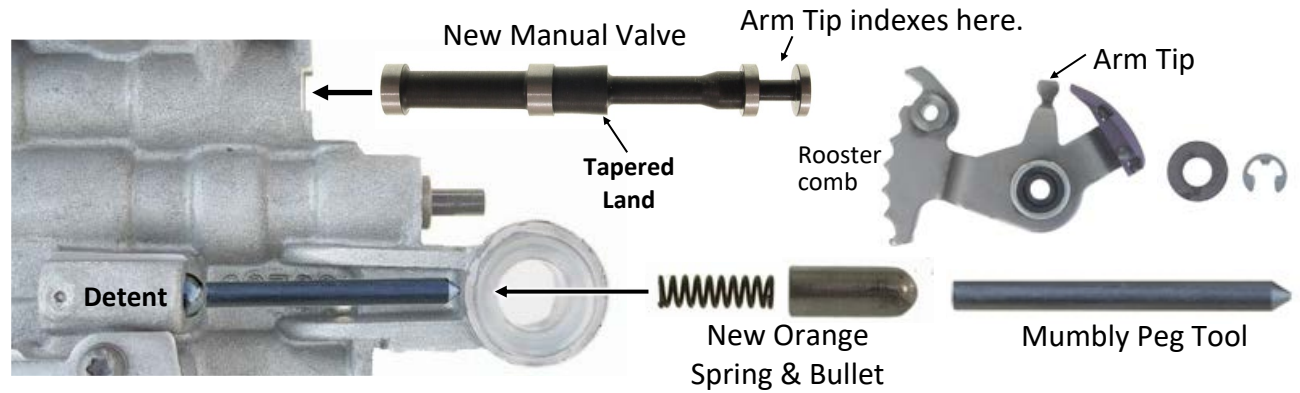
Tip: Large counter sink bit in a cordless drill works well also and looks a little nicer if you prefer. Do not go past 1/2 the casting Web thickness. **DO NOT** use a drill bit in place of a countersink!

Step 3. Install the new Lockup Bracket.

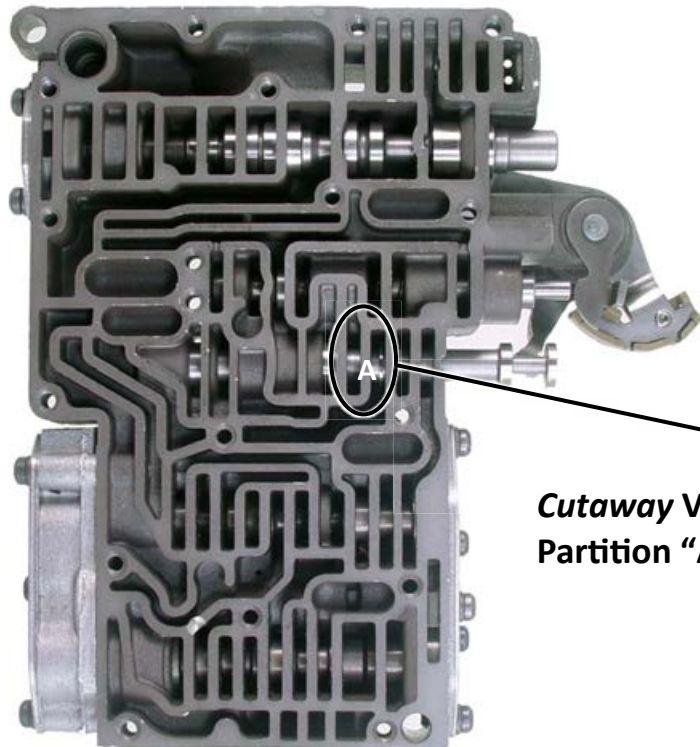


Step 4. Enlarge this hole to .082, ok if hole is already bigger.

Step 1. Remove Rooster Comb. Discard original manual valve, detent ball & spring. Test fit new bullet & spring in VB for free movement. If necessary, remove any burr inside bore created by wear from original ball. Insert New **Orange** Spring and Bullet into VB bore using the *Mumbly Peg* to hold the bullet in place. Insert New Manual Valve and reassemble the Rooster Comb. Make sure Arm Tip is indexed into manual valve. Remove Mumbly peg tool.



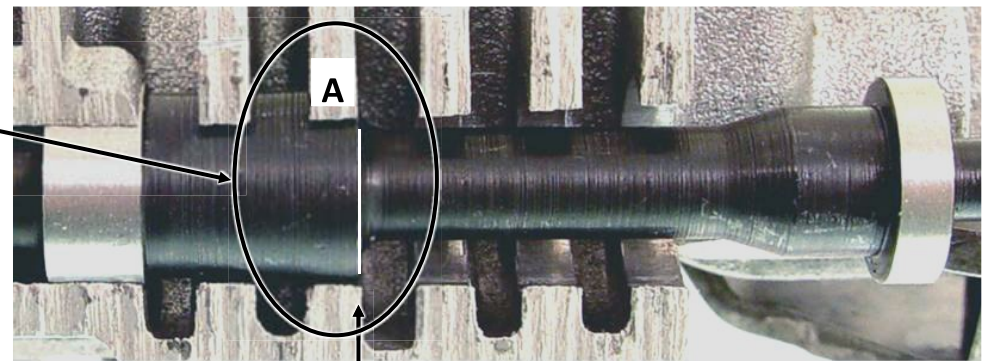
Note. The new Orange spring for the detent bullet is **much stronger** than the Orange spring on page 6 Step 3 they are packed separately please don't mix them up.



Cutaway View Partition "A"

Step 2. Manual Valve Position.

With valve all the way inboard (Park Position) the *right edge* of the Tapered land **must be** flush with *right edge* of partition "A". (.030" from flush either way is ok.) **To Adjust:** Bend Arm Tip with pliers.

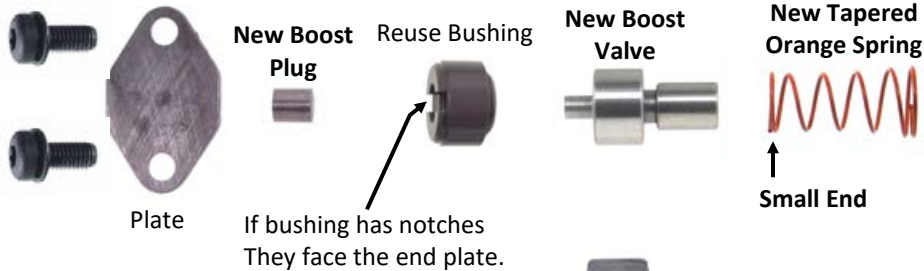


Tapered Land flush with right edge of Partition "A".

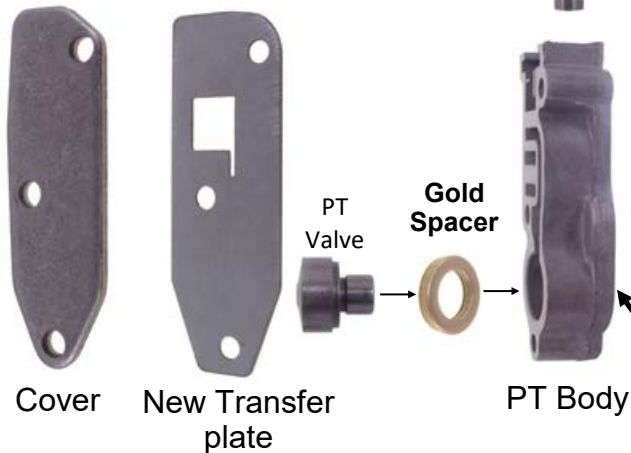
Step 1. Remove and Discard original Boost Valves & Spring saving the bushing on both types.



Step 2. Install **SMALL** end of tapered **Orange** spring onto **New Boost Valve** & install into VB. Reuse original bushing & **New Boost Plug**. Install bushing with the notches facing the end plate **if** original bushing has them.



Step 4. Install the gold spacer into the part throttle body. Then install the part throttle (PT) valve.



Step 5. Install new transfer plate between **Cover and part throttle body**.

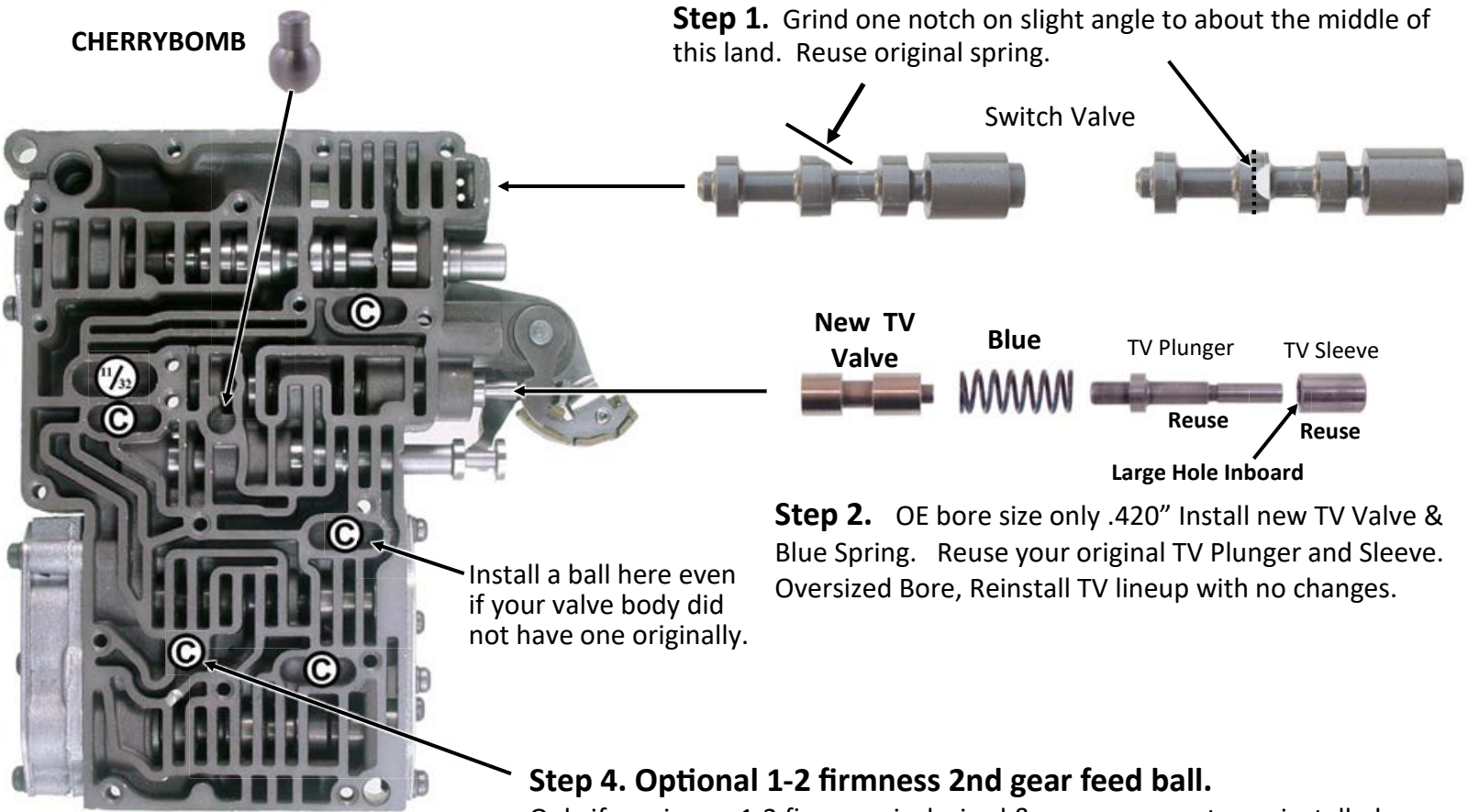
Step 3. Discard original spring & install New Small **Orange** Spring here.



Transfer plate does NOT go on spring side!

Step 6. Using a pick and small hammer, taper the top of this hole to help start the pin. Install pin furnished into this hole, using needle nose pliers and small hammer. File flush if needed. PT Body must sit flush against VB. *If this hole is already plugged from a previous TransGo Kit Skip This Step.*





Step 1. Grind one notch on slight angle to about the middle of this land. Reuse original spring.

Switch Valve

New TV Valve

Blue

TV Plunger

TV Sleeve

Reuse

Reuse

Large Hole Inboard

Step 2. OE bore size only .420" Install new TV Valve & Blue Spring. Reuse your original TV Plunger and Sleeve. Oversized Bore, Reinstall TV lineup with no changes.

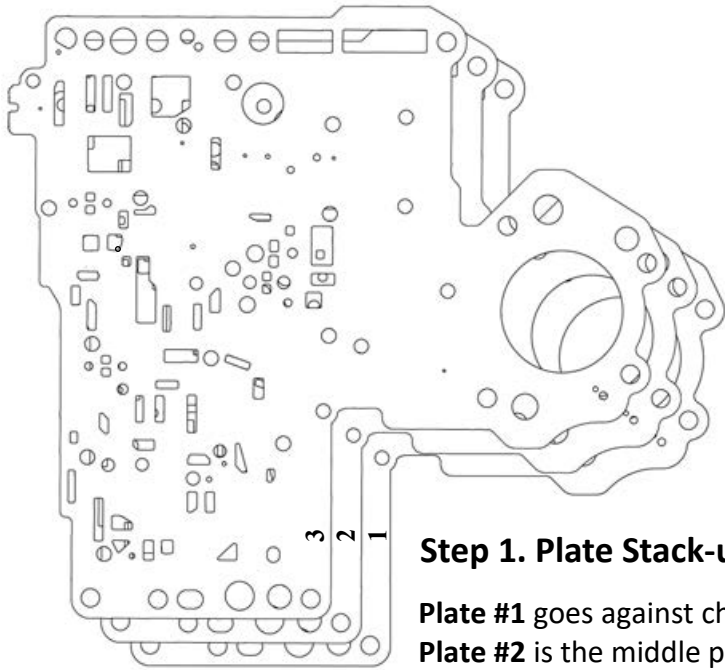
Install a ball here even if your valve body did not have one originally.

Step 4. Optional 1-2 firmness 2nd gear feed ball.
Only if maximum 1-2 firmness is desired & rear servo parts are installed on page 2 step 1. Remove this ball. **Not for Towing or Work Trucks.**

Step 3. Install **CHERRYBOMB** Careful to align stem UP through hole in plate when putting VB together.

One CHERRYBOMB
Five or Six Check-balls

- Ⓒ Four or Five 1/4" (.250)
- 11/32 One 11/32" (.343)



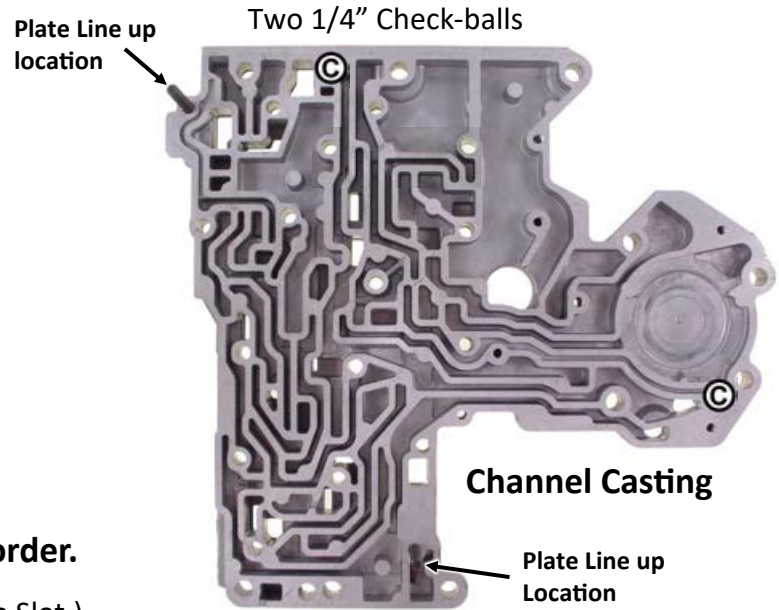
Step 1. Plate Stack-up, Use all three in this order.

Plate #1 goes against channel casting. (Thin Plate **No** Slot.)

Plate #2 is the middle plate. (Thin Plate **With** Slot.)

Plate #3 goes against the Main Valve Body. (Thick Plate)

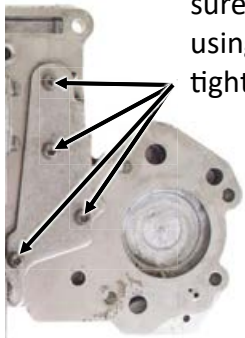
No plate drilling necessary.



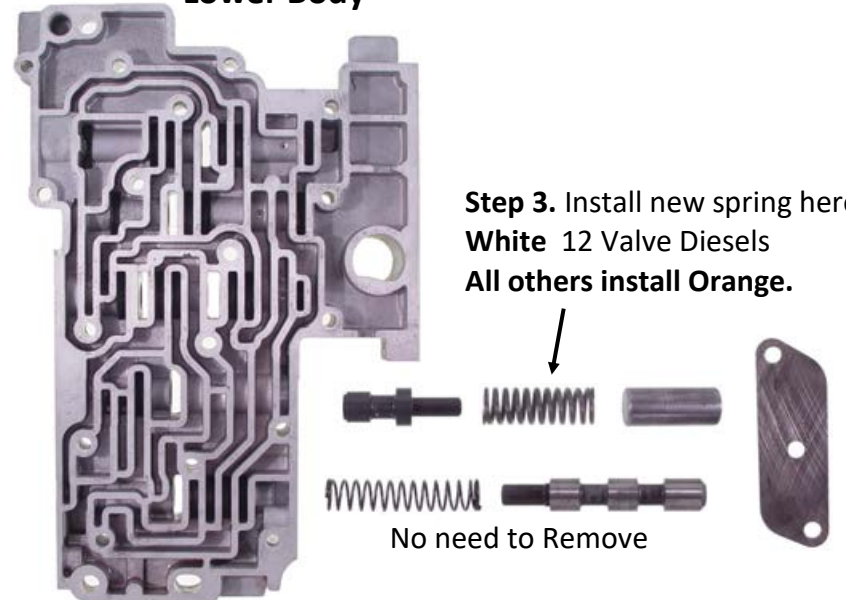
If you wish to enable control of lock-up in 1st gear. Follow Steps 1 & 2
Now, in Sub-pack titled Optional 1st Gear Lockup.

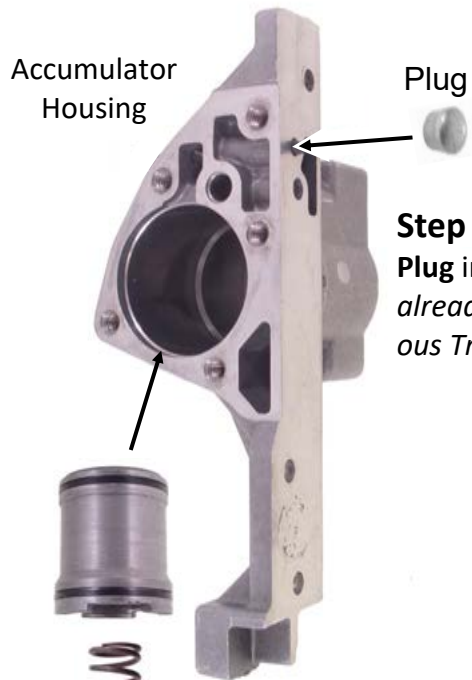
Step 2.

Use the 4 new longer screws and washers supplied here for hold down plate. Make sure **all three** main plates are **lined up** using Plate Line up Locations shown **before** tightening any screws.



Lower Body



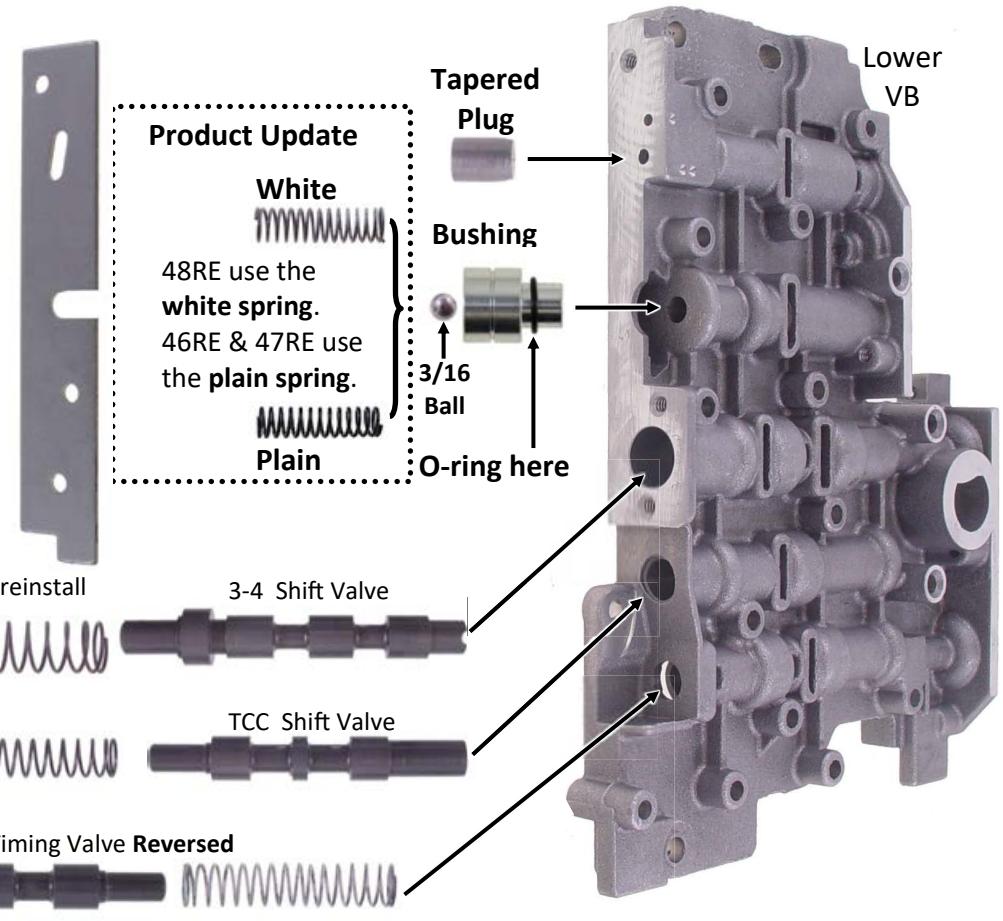


Step 1. With small punch drive aluminum **Plug** into hole just below flush. *If this hole is already drilled thru & plugged from a previous TransGo Kit, skip this step.*

Step 4. With small punch drive **tapered plug** just below flush into the hole. *If this hole is already plugged from a previous TransGo Kit, skip this step.*

Step 5. Note: Following parts are different from other TransGo Kits. Install New O-ring on small end of **Limit Bushing, 3/16 Ball** and **White** or **Plain** spring as shown. O-ring is not to seal, it just acts as a shim & makes up for casting variations.

Step 6. Install new transfer plate as shown between lower VB & Accumulator housing.

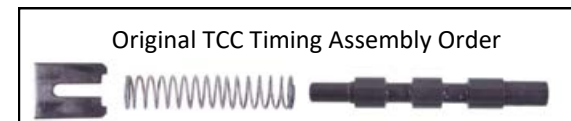


Step 2.
Discard original spring
Install new **Red** Springs.

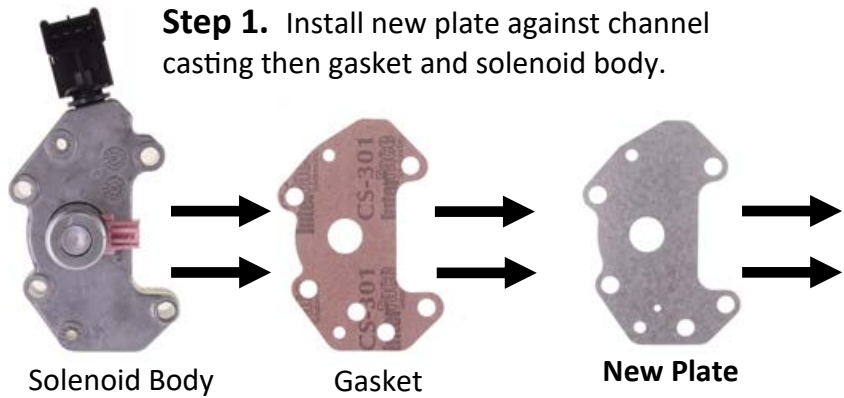


Step 3. Install the new Vented cover provided.

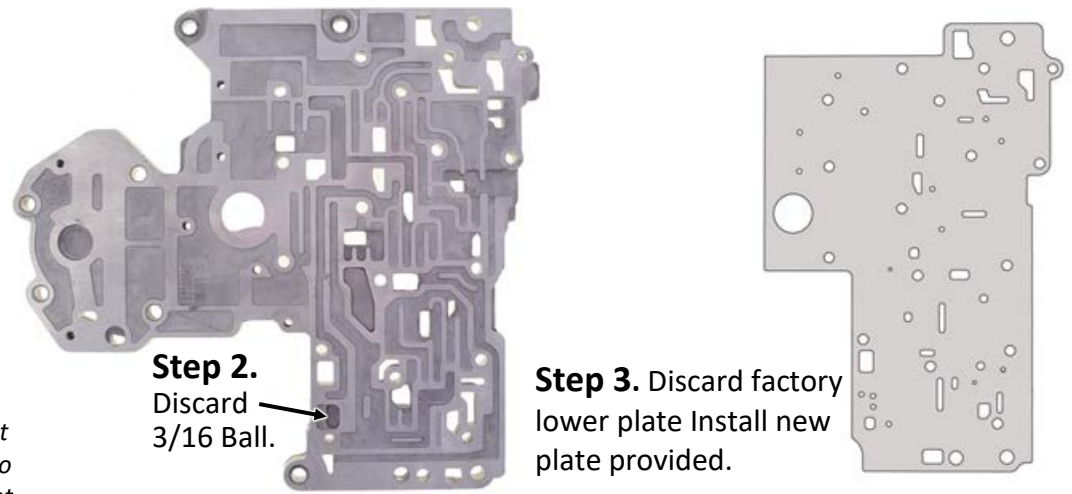
Step 7. Remove TCC Timing Valve Retainer, Spring and Valve. Reverse the assembly order as shown by installing the spring into the body first then small end of valve into spring! Now install original retainer. Yes, this is completely backwards from factory.



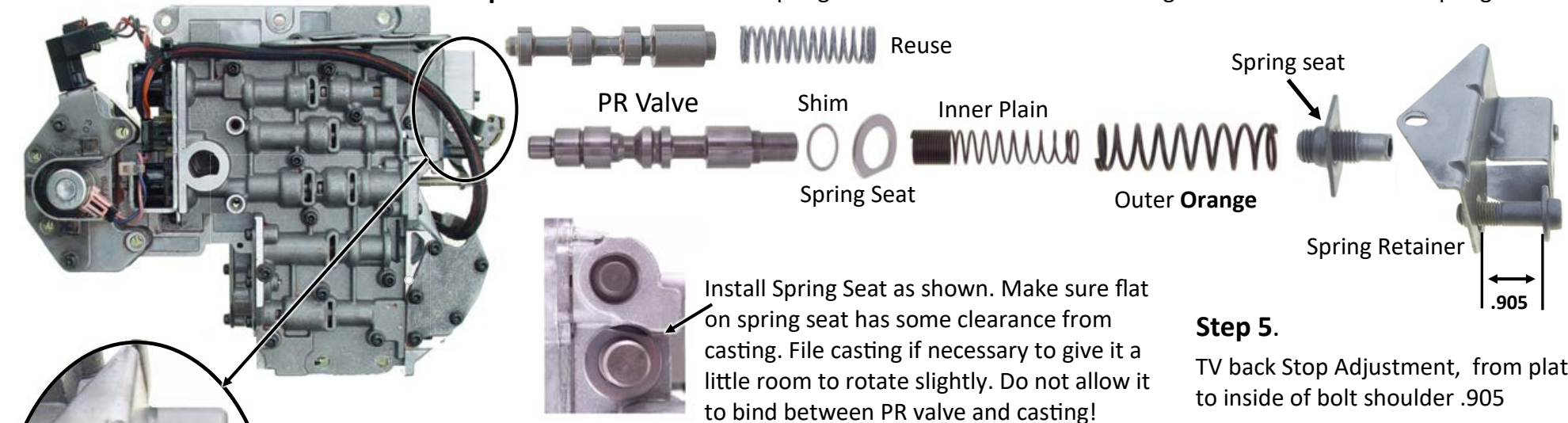
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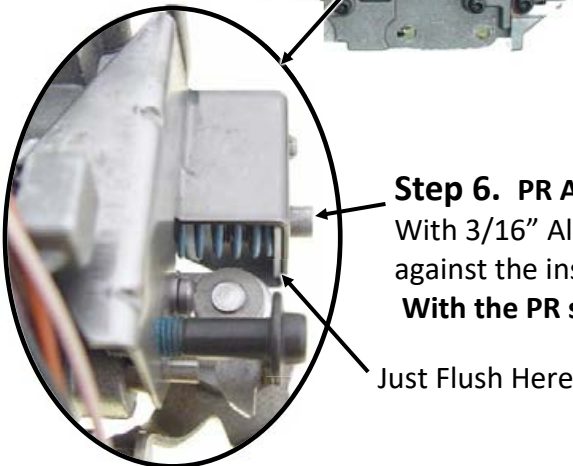
Using GM EPC Solenoid for the Governor with this kit **is not** recommended. This kit requires Max Gov Pressure to be at least 83 PSI. Some GM EPC solenoids struggle to make more than 75 PSI. This can make a no wide open throttle 2-3 upshift complaint.



Step 4. Install New shim and spring seat on PR valve before installing new inner and outer PR springs.



Step 5. TV back Stop Adjustment, from plate to inside of bolt shoulder .905



Step 6. PR Adjustment
 With 3/16" Allen wrench, turn adjusting screw *clockwise* until spring seat is just *flush* against the inside edge of spring retainer.
With the PR set to Flush max forward pressure will be 185 PSI in 1st thru 4th

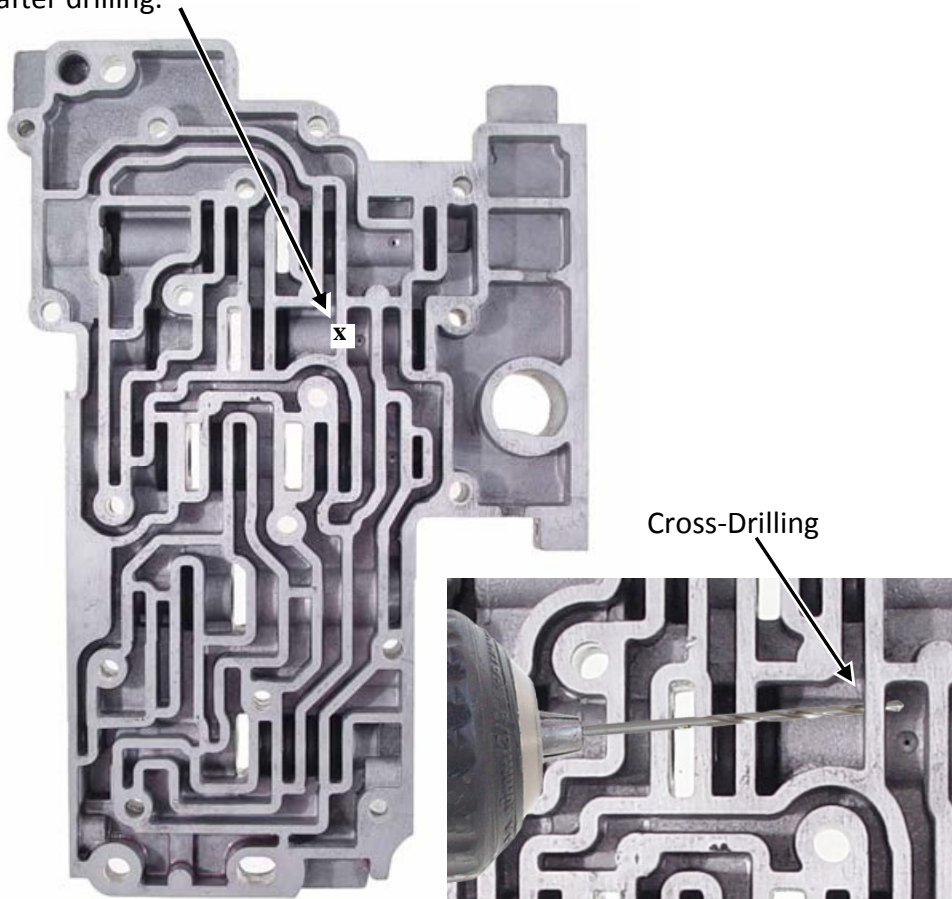
Optional 1st Gear Lockup

Only do this page IF you wish to have control of Lockup In 1st Gear

(Remember: A solenoid command is required for this function.)

Step 1

With .110 drill bit, cross-drill (sideways) thru the **side** of the partition wall under the X. Rinse and blow clean any drilling chips out of the body after drilling.



Step 2

We need to plug a hole in the new TransGo® plate. Insert the Rivet supplied into the hole shown below, turn plate over and on a hard surface smack Rivet with a light hammer to plug the hole.

