

440 RK Reverse Correction Kit

Corrects/Reduces: Slide Bump or Bang Reverse

This kit is designed to be installed when the trans is on the bench. If the trans is in the car you will still get a big improvement w/o sanding the drum. But, if you want perfection, sand the drum.

Wrap a shop towel around a large file.

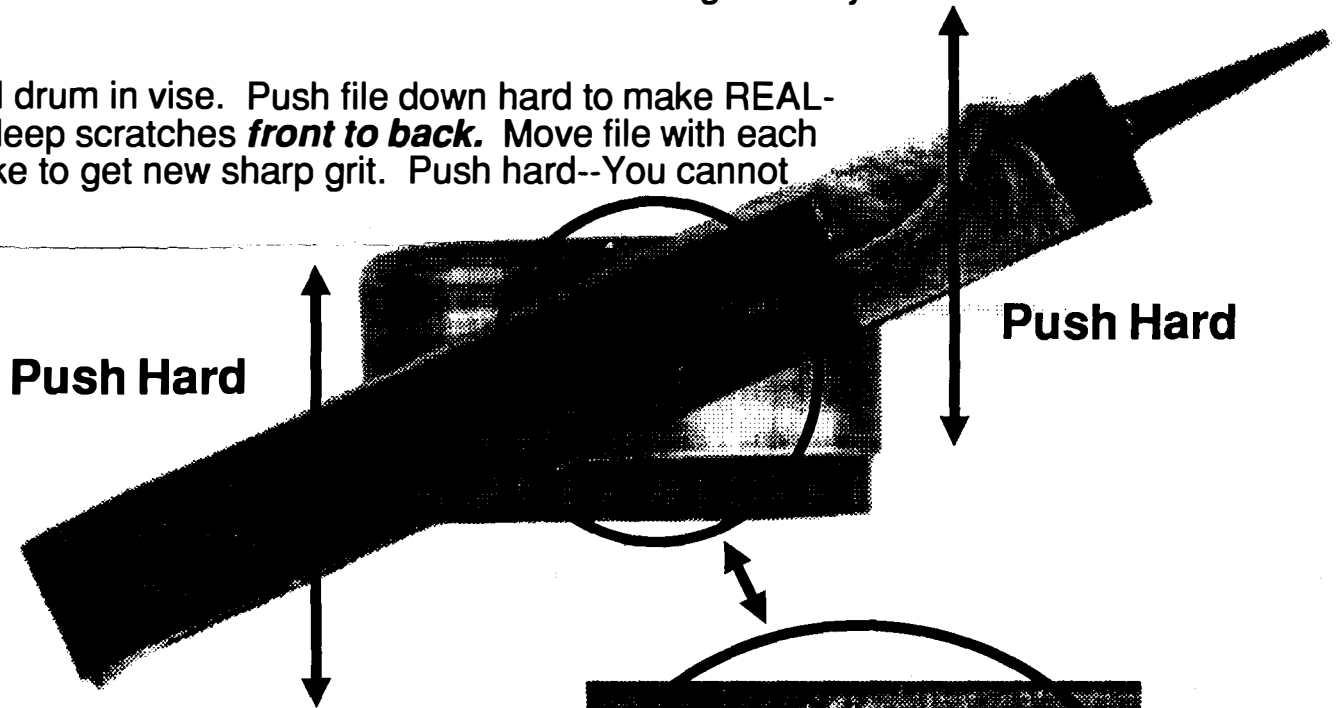


Stab tang through the strip of 40 grit emery furnished. Fold it over the file.



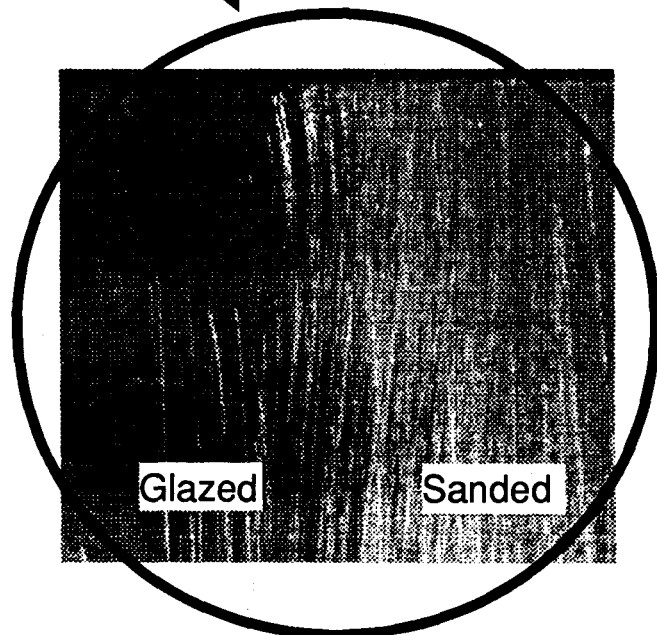
40 grit emery

Hold drum in vise. Push file down hard to make REAL-
LY deep scratches *front to back*. Move file with each
stroke to get new sharp grit. Push hard--You cannot



NEW BAND:
Take the emery off the file, turn it over and use the cloth side to knock sharp edge off scratches.

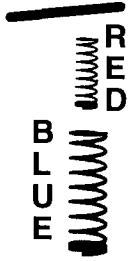
USED BAND:
Leave the sharp edges on to take the glaze off old band.



Smart Act™

Reverse Boost Valve

Remove and discard original boost valve and spring. Install new valve with inner & outer springs.



Reverse Boost Valve

IMPORTANT

Do not install a checkball here.

VALVE BODY

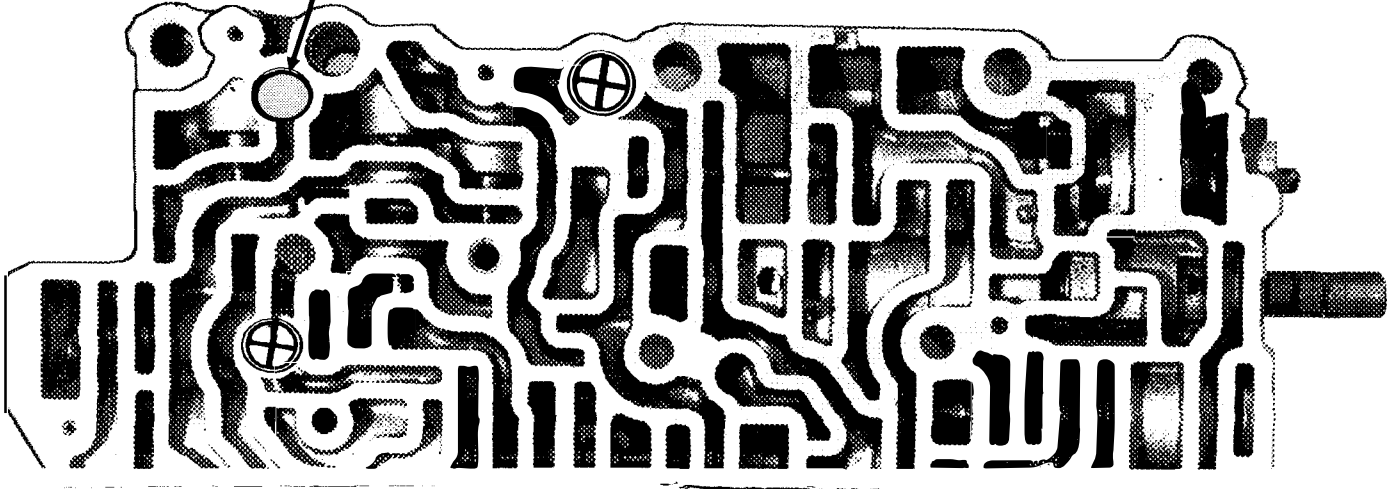
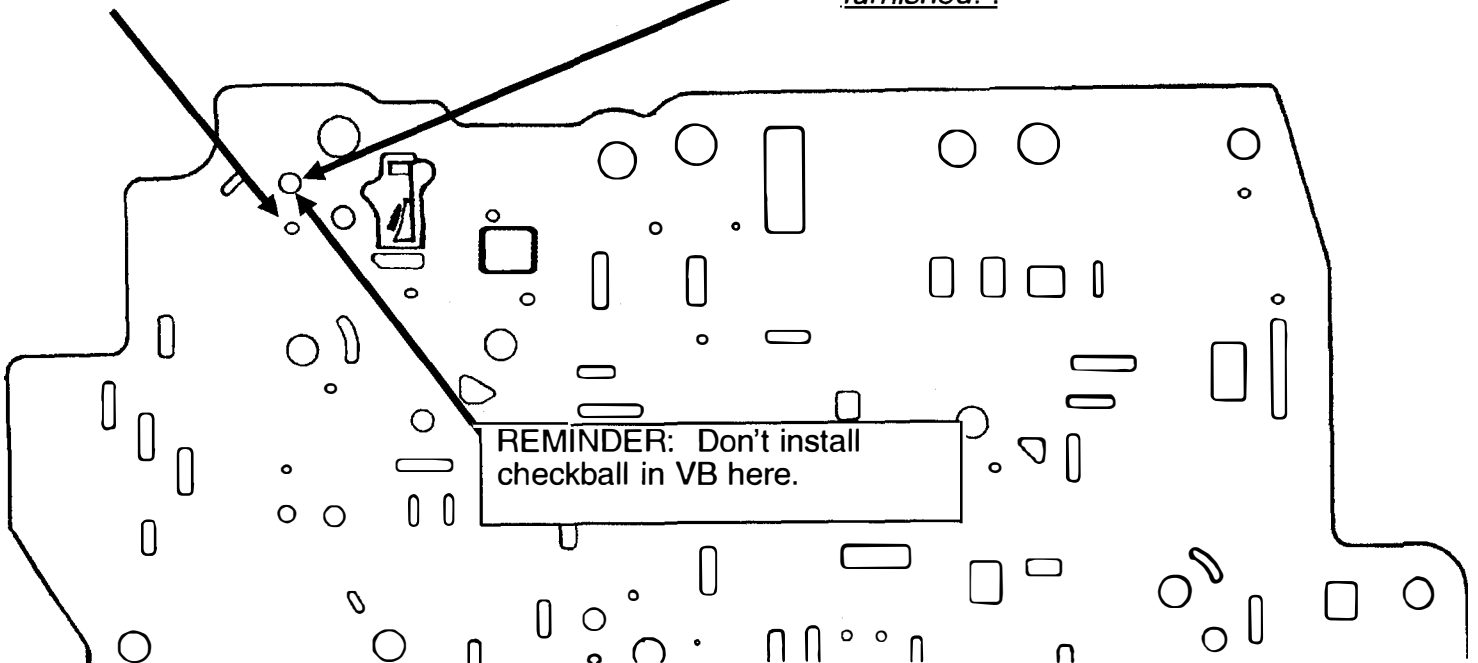


PLATE HOLE CHANGES

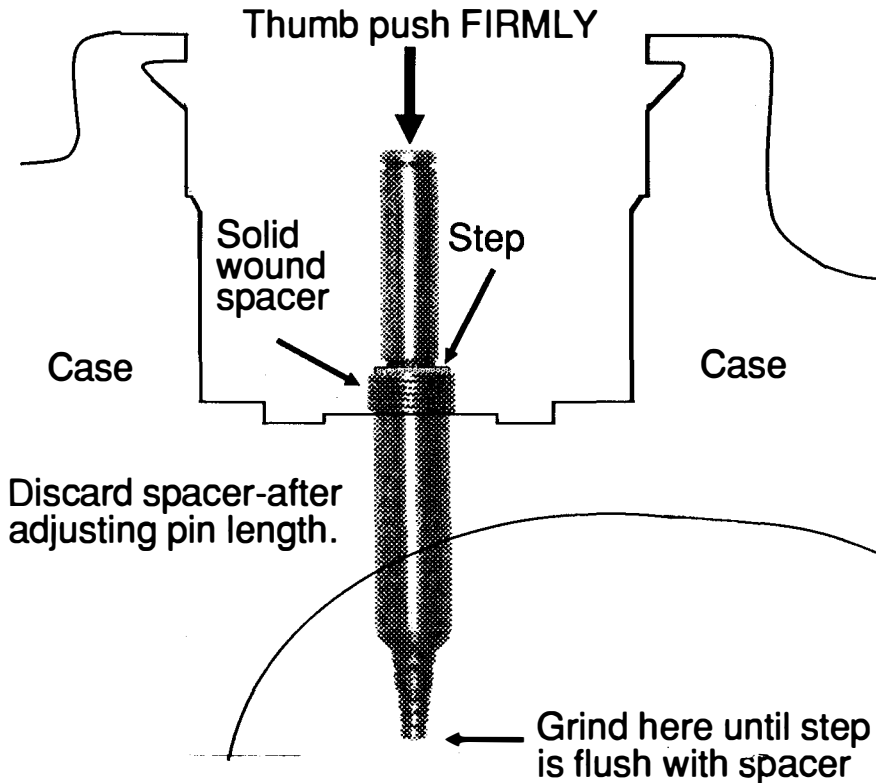
A. Place plate on cement floor. Install alum plug into hole and hit once with light hammer. File plug flush on both sides of plate.

B. Place plate on cement floor. Install alum disc into hole. Hit it twice with light hammer. File this side flush and redrill hole with .055 drill furnished.

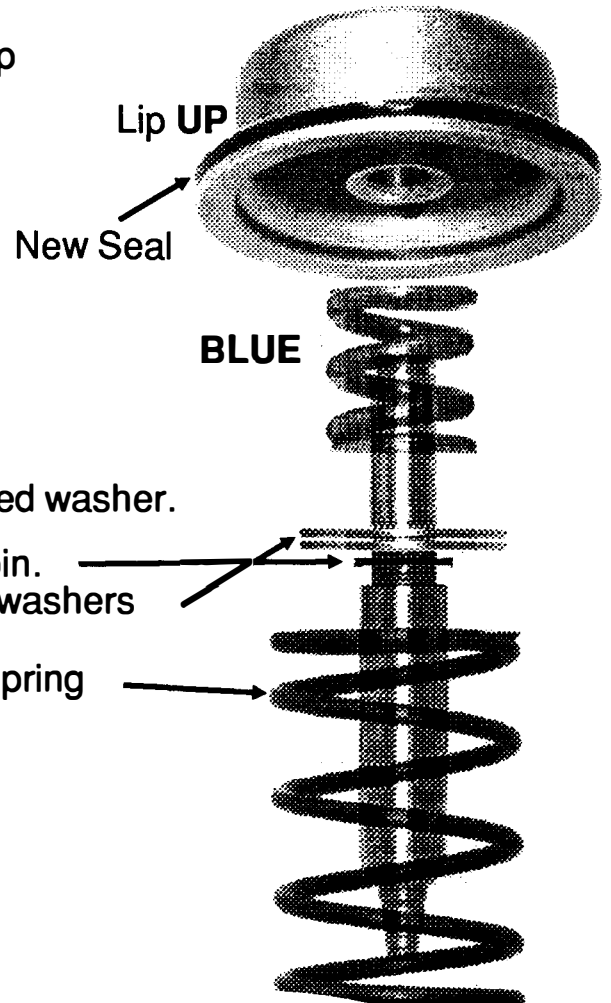
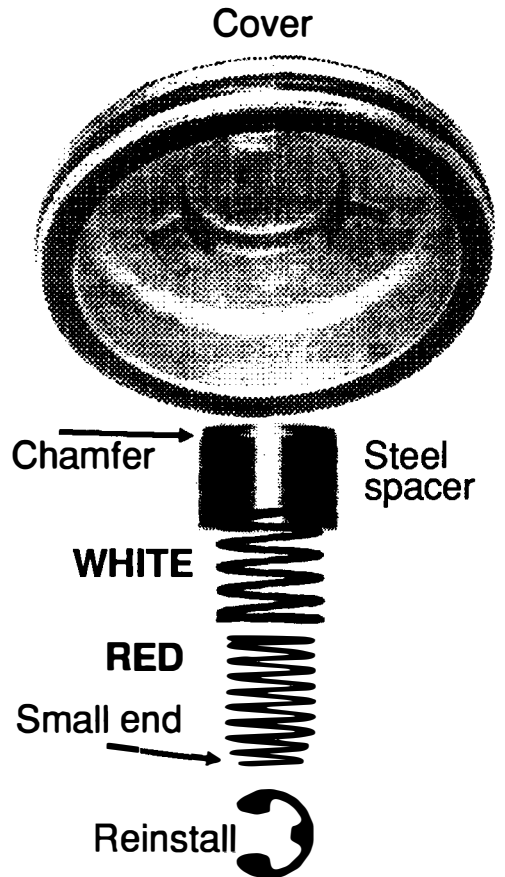


Adjusting Reverse Band Clearance

Place solid wound spacer (plain spring) over the the big part of pin. Push pin hard with thumb. Grind the small end of pin until step is flush with the spacer.



If the step is below flush weld the end of pin or install longer pin #8656548 or 49.



440 RK READ THIS FIRST

When adjusting reverse band clearance:
Trans must be setting flat on the bench or be in the car.
Do not adjust band with trans standing on end.

SK® A4LD-Jr™

Correct: 3rd clutch failure & Lockup chug

SK® 440-Jr™ (Feb/92)

Correct: No upshift & 2nd clutch failure

SK® 440-RK™

Correct: Slide-bang & Harsh reverse

SK® 604-Jr™ No Limp™

Correct: Limp in, OD clutch & Soft shifts

SK® 700-Jr™

Correct: Sticking TV & 3-4 clutch

SK® G4A™ Mazda/Probe E4EAT

Correct: Bindup drag & Rev-2nd band burn

SK® 400-RK™

Correct: Harsh reverse

SK6-Truck™ Diesel & Gas

Correct: Early/Late shifts--No Max 1-2--Soft
2nd band failure--*Converts Gas VB to Diesel*

Available from your part distributor

