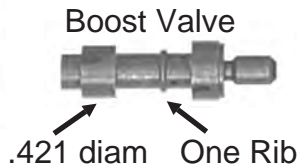




46-MOD 4L60E Vacuum System Installation

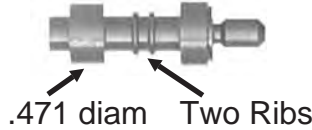


Boost Bushing

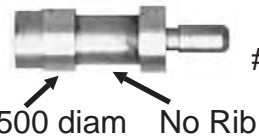


Boost Valve

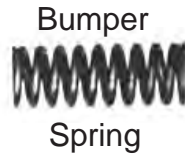
.421 diam One Rib



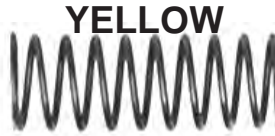
.471 diam Two Ribs



.500 diam No Rib



Bumper Spring



YELLOW

Step 2

Install YELLOW Pressure Regulator Spring



Pressure Regulator Valve

Step 1
Look at boost valve.
Circle boost valve size here:
.421 .471 .500

READ THIS: If you are unable to install the boost bushing parts due to interference with the late model speed sensor harness, use .471 as your boost valve size and skip steps 1 and 2.

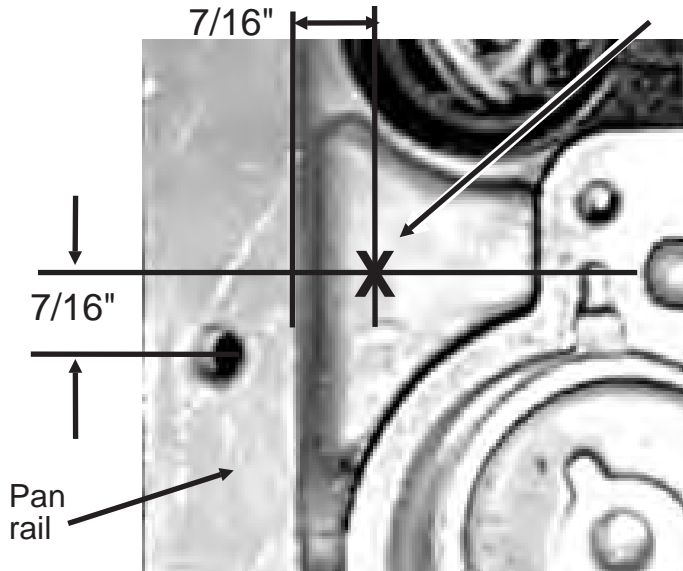
Installing this kit will fix most pressure rise problems.

This kit also increases accumulator pressure which can cause a very firm 1-2 shift.

It also does not solve the cross leaks that can burn out the L/R clutches and 3-4 clutches, nor does it correct excessive 3-2 downshift overlap that wears band and 3-4 clutches.

Installing the SK® 4L60E Shift Kit® reduces these complaints and furnishes calibration parts to adjust the 1-2 shift firmness.

Step 3 Drill 11/32" hole at "X" 7/16" in from pan rail and 7/16" forward of the pan bolt hole. Tap the hole, from this side 1/8" NP.



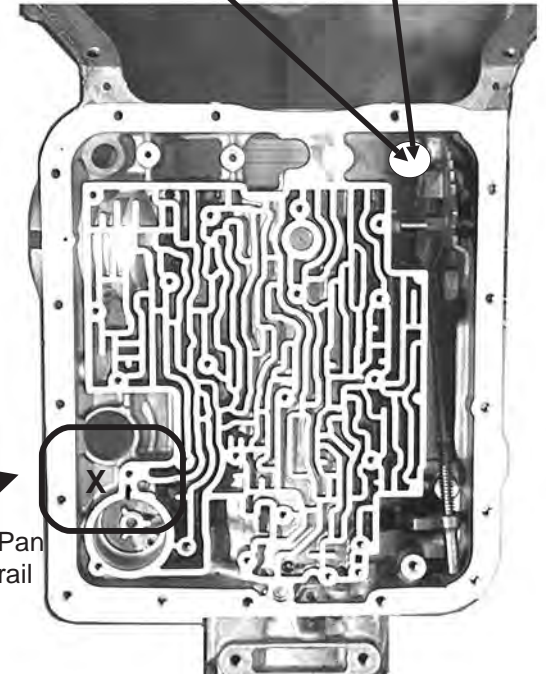
Pan rail



Step 4

Install fitting into the case with some sealer.

If speed sensor harness covers this area, skip steps 1 & 2.



Pan rail

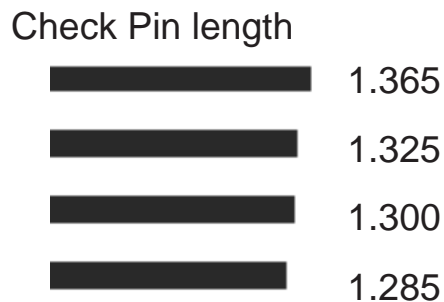
46 MOD Cont'd

Line pressure and accumulator pressure are adjusted by changing the length of the modulator pin. Adjust the pin length to match boost valve diameter and vehicle use.

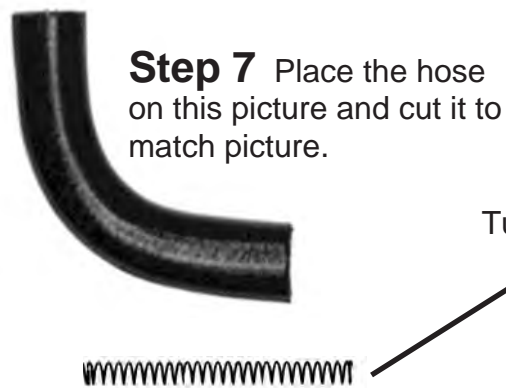
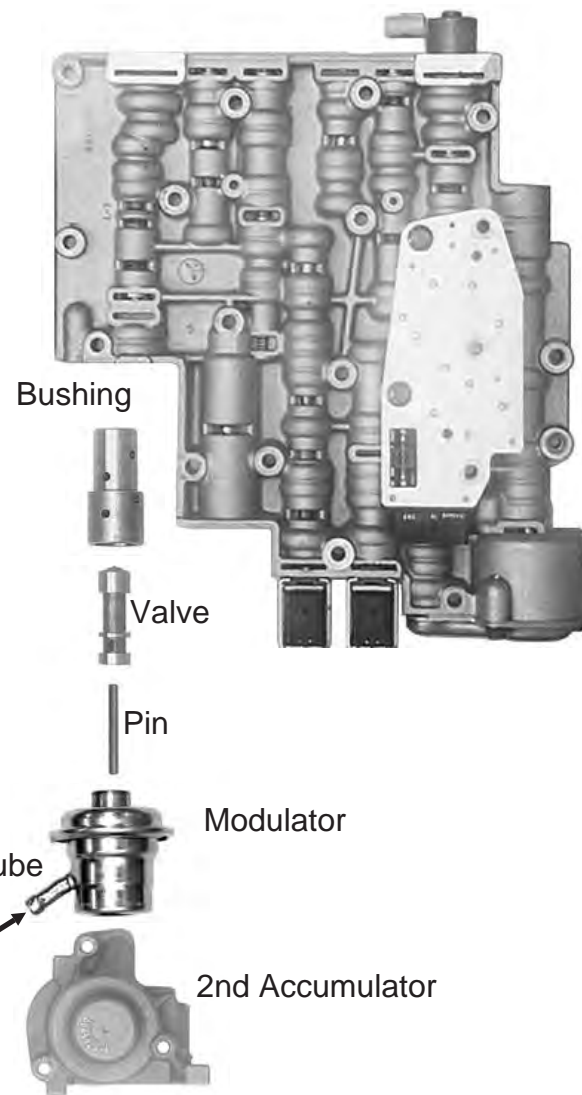
Step 5 ADJUSTING PIN LENGTH

↓ Circle the boost valve diam here.
Grind pin shorter as needed.

Diam	Usage	Pin length
.421	Police & Street Hot Rod	1.365
	All other uses	1.325
.471	Hot rod with small converter	1.365
	Police & Street Hot Rod	1.325
	All other uses	1.300
.500	This boost valve is big improvement for vehicles that use electrical pressure control and for race cars with small high stall converters. For use with vacuum modulator the .471 or .421 boost valve will do the job just fine.	
	Race car with small converter	1.365
	Police & Street Hot Rod	1.300
	All other uses	1.285
Off road and rally:		
.421	Use pin length of 1.325	
.471	Use pin length of 1.300	



Step 6 Install bushing, valve, pin and modulator as shown. Install 2nd accumulator **loosely**. [Sometimes it is necessary to grind the accumulator casting slightly, where it butts the modulator, before installing the bolts.]



Step 8 Install skinny **SILVER** spring into the tube. Install hose over skinny spring & tube. Install Zip tie on both ends of hose and install hose onto the fitting in the case. Tighten Zip-ties.

If engine has supercharger or turbo you will need the TransGo Vac bypass kit in the vacuum line.
Order: VBP-Vac bypass
"We had fun making this setup and we hope you are going to like it."

WARRANTY: Warranty is limited to the replacement of defective parts only and does not include inconvenience or ancillary dysfunctions real or projected.

Installing Vacuum Line

Step 1

Using 3/16 Brake line (not provided), route brake line down to modulator case fitting. Use enough line to comfortably reach within 2" of both the vacuum brake booster Tee location (Step 2) and the case vacuum fitting. After determining correct length that will allow you to secure the line and reach both fittings, cut the brake line and swedge both ends to prevent vacuum hoses from slipping off. Secure lines and hoses with Zip-ties.

"If the engine has supercharger or turbo you will need a pressure bypass valve in the vacuum tube to prevent high pressure trans damage."

Order: TransGo® P/N VBP-Vac

Step 2

Cut power brake hose and insert tee into hose. Install clamps [not furnished] or zip-ties on brake hose.

Step 3

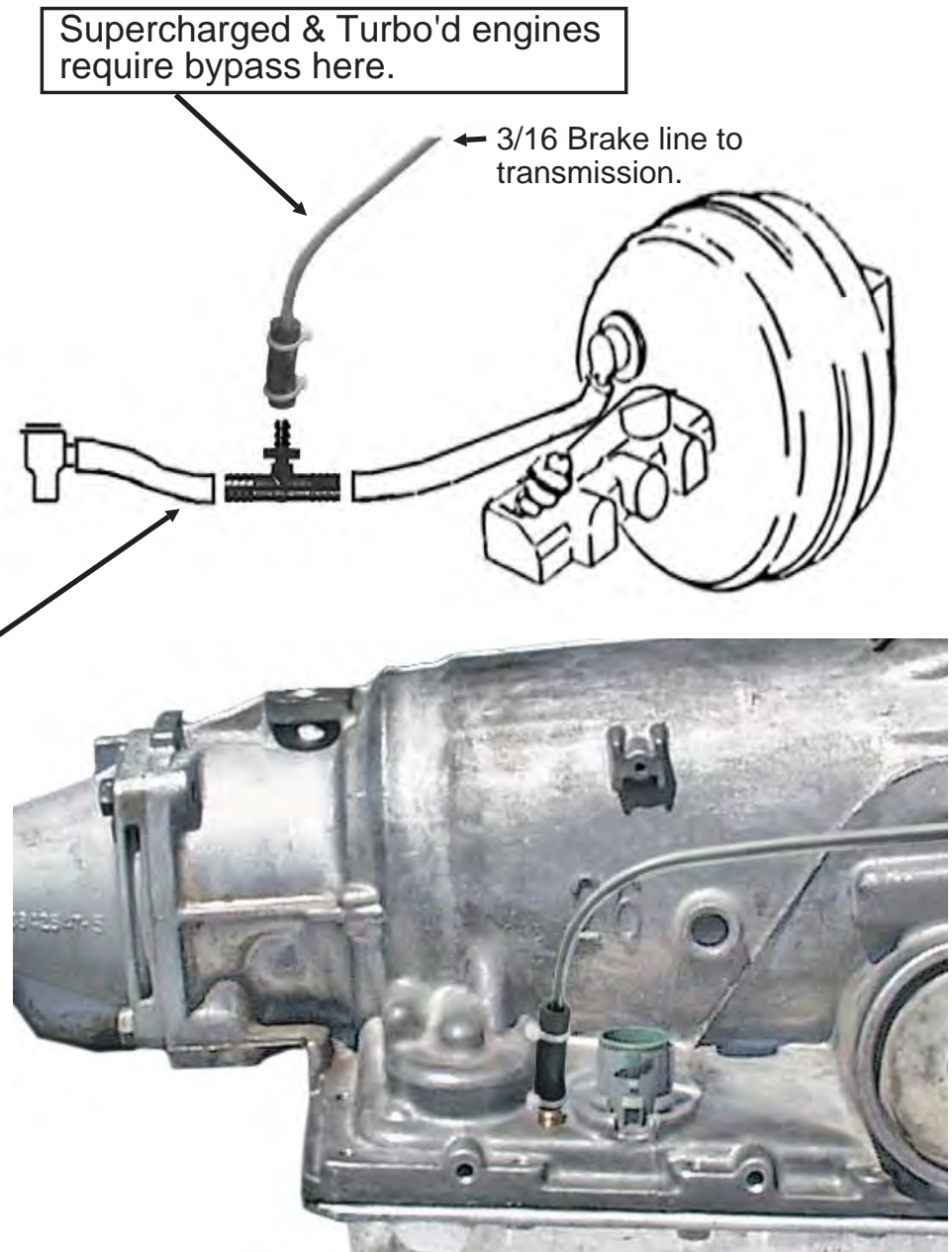
Install a short piece of Vacuum hose between case fitting and brake line. Make sure rubber vacuum line is as straight as possible to prevent it from becoming kinked. Zip-tie hose to line and fitting as shown.



Mr Shift®

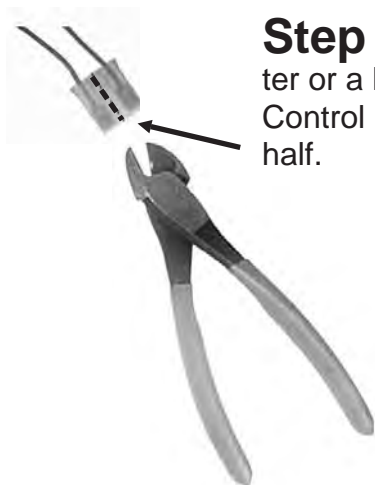
"Thanks for listening!"

Page3

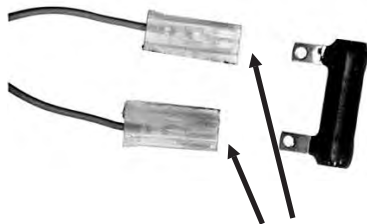


4L60E & 4L80E Electric System Pacifier

The “Pacifier” keeps the trans controller from turning on the check engine light or making PCS codes when the Pressure Control Solenoid [Force Motor] has been removed.



Step 1 With a diagonal cutter or a hacksaw split Pressure Control Solenoid connector in half.



Pacifier resistor is **FRAGILE**, do not drop.

Step 2 With pliers very **GENTLY** close down the connectors so they fit the pacifier tangs snugly. Install the resistor and Zip tie it to the wire loom to keep it from bouncing around.