



Corrects/Prevents/Reduces

Shift Solenoid Performance Codes or false PO751 due to sticking or dragging Clutch Select Valves. Low Speed TCC "Chuggle" or Cycling during cylinder deactivation.

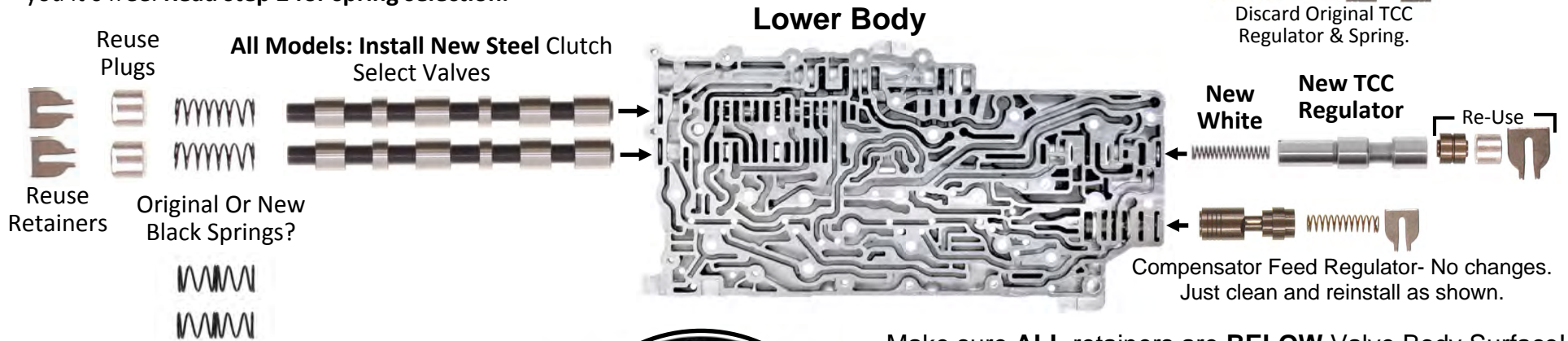
The New TransGo® TCC Regulator Valve is a major step forward in controlling TCC operation. It refines the computer's ability to control TCC regulation more accurately which results in better slip control. The improvements are most noticeable right at the point where the vehicle's computer typically struggles to hold converter slip speed steady during cylinder deactivation at low speeds. The new TCC Regulator Valve System has proven to be a real winner!

Step 1

Discard original clutch select valves. Save the springs. When installing the new select valves hold the valve body in the vertical position, let the valve drop into the bore. The valve should bounce off the bottom of the bore. The bounce tells you it's free. Read step 2 for spring selection.

Step 3

Remove and Discard original TCC Regulator & Spring. Install new White Spring and New TCC regulator Valve. Re-use original Shuttle valve, end plug & retainer.

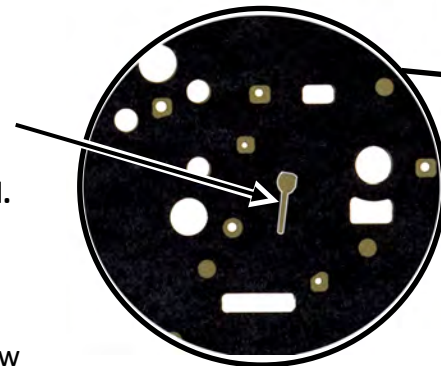


Step 2

All models: If this separator plate gasket you are using (bonded or not) has this slot discard original clutch select valve springs and Install the NEW Black Springs provided. Gasket without this slot reuse original springs. Reuse all End Plugs & Retainers

Clutch Select Valve Sticky in the Bore?

Move valve to tight spot in bore. Place screw driver tip against the valve between the lands. Whack screw driver with 5/8" wrench. Re-check. Valve MUST be totally free before you install springs, plugs & retainers.



Make sure ALL retainers are BELOW Valve Body Surface!



Valve Body Identification

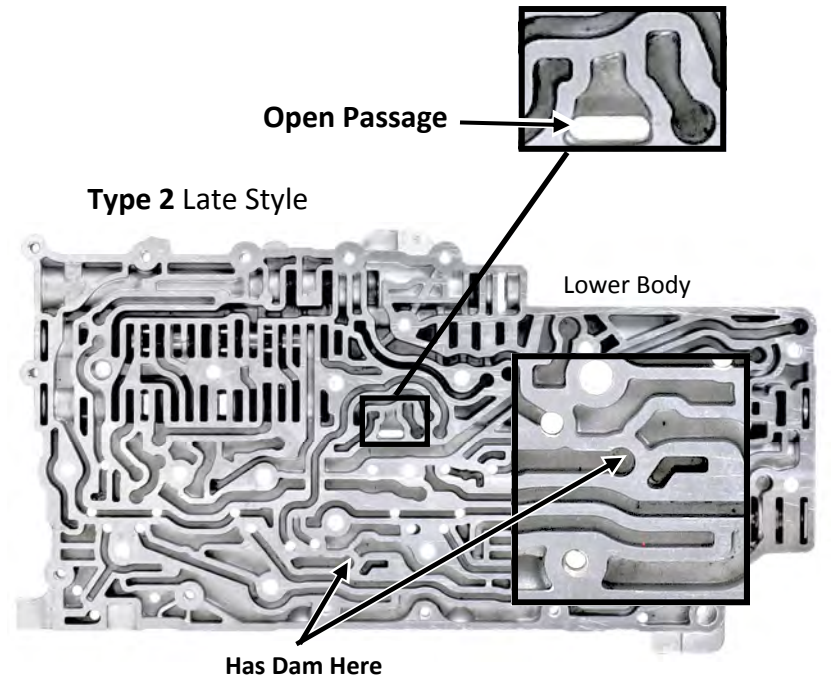
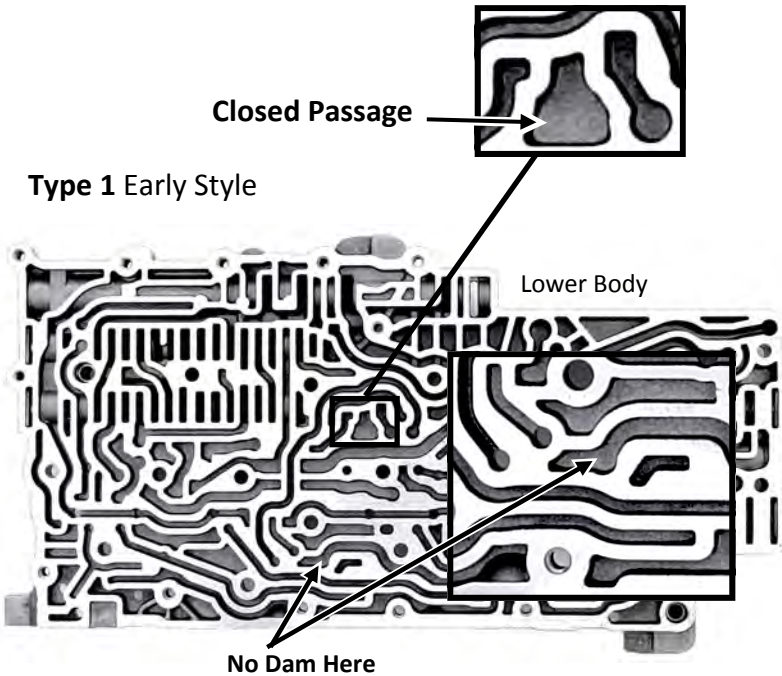
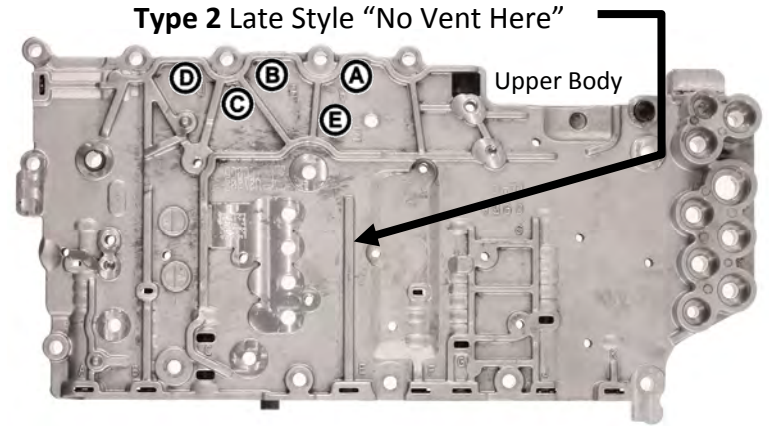
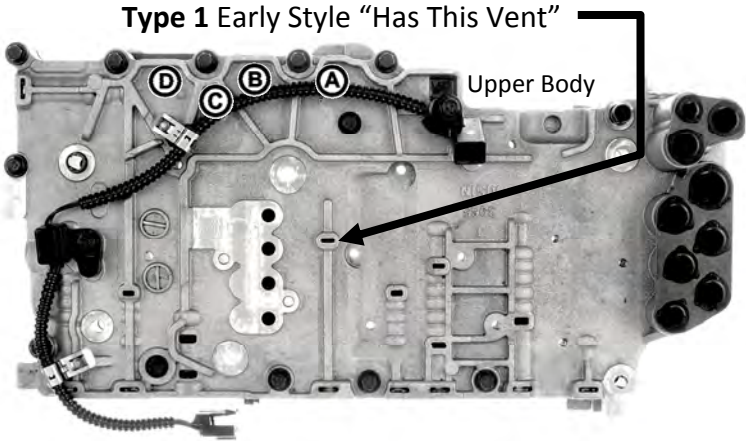
Upper VB Trans Codes: Which boss is ground?

- A= MYA or 6L45
- B= MYB or 6L50
- C= MYC or 6L80
- D= MYD or 6L90
- E= Unlisted

("E" not casted on Type1)
Note: Some Upper castings may not be ground.

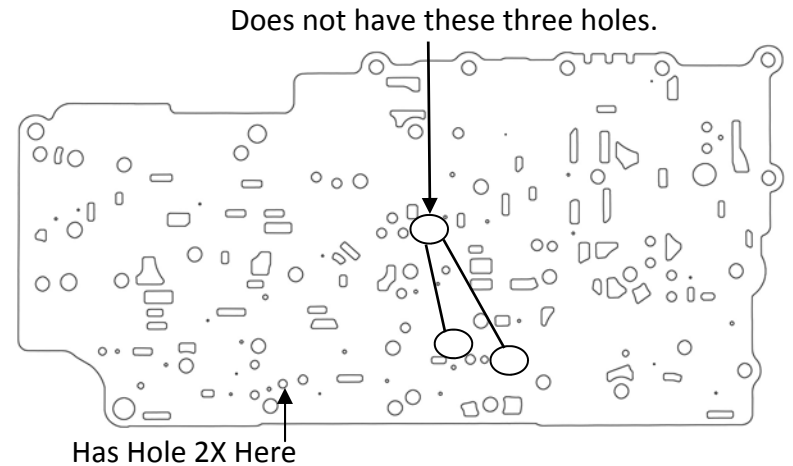
Please, do not mix ANY parts between Type1 or Type 2!

Keep in mind the **Upper** VB's are different for the various 6Lxx series of transmissions.
(See codes above)

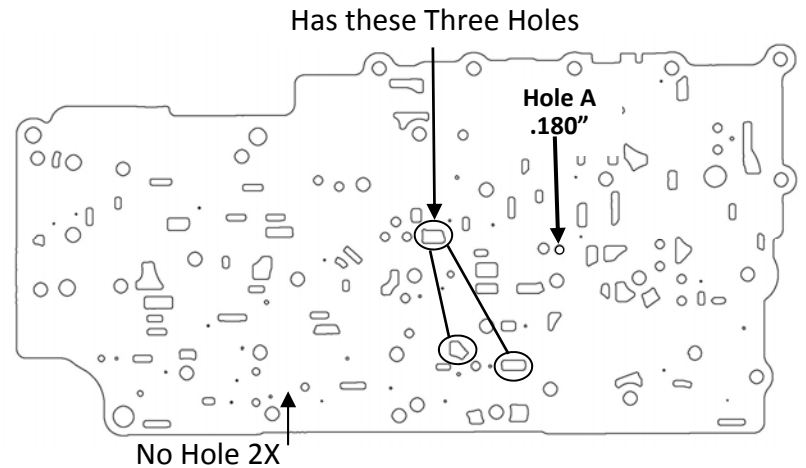


Torque VB Bolts 71 in-lb

Type 1 Plate
 Used with Type 1 VB's
 Does not have the 3 circled holes.
 Has Hole 2X
 Latest Replacement plate
 For Type 1 VB's GM # 24245720
 Install Check Balls 1-7

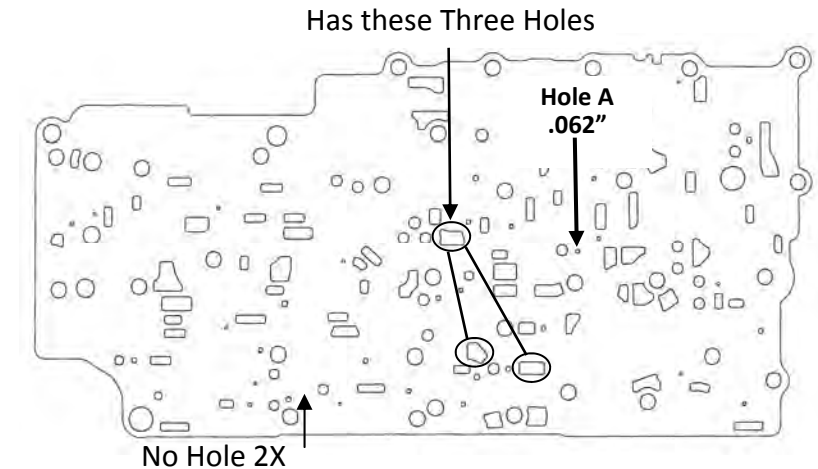


Type 2 Plate, Version 1
 Used on Type 2 VB's thru 2013
 Has the 3 circled holes & .180" feed hole A.
 No Hole 2X
 Install Check Balls 1-7
 It is a good idea to update this Type 2
 Version 1 plate to a Version 2 during repairs
 and add the #8 check ball. Plates are cheap
 and come with bonded gaskets.



Always install #8 ball when using
 GM Type 2 Version 2 plate.

Type 2 Plate, Version 2.
 Used on Type 2 VB's 2014 up
 Has the 3 circled holes & .062" feed hole A.
 No Hole 2X
 Install Check Balls 1-8
 GM # 24272467



*Pay attention to #1 & #5 check balls. They wear
 and will stick in the plate causing forward &
 Reverse engagement concerns.*



A Few GM & BMW's Mid Production Change over from Type 1 to Type 2

Used a hybrid combo as follows:

Type 1 Upper VB

Unique Lower VB Has Open Passage but No Dam

This VB can be found with two different plates.

Type 1 plate: Plate has 2X hole, **No wedge hole** and no lower holes.
(Can use updated plate # #24245720)

Unique Plate Has 2X hole & **Has wedge hole**, does not have lower holes,
no replacement plate available.

Install balls 1-7

Mid Production Unique Plate

May or May not have wedge shaped hole here.

