

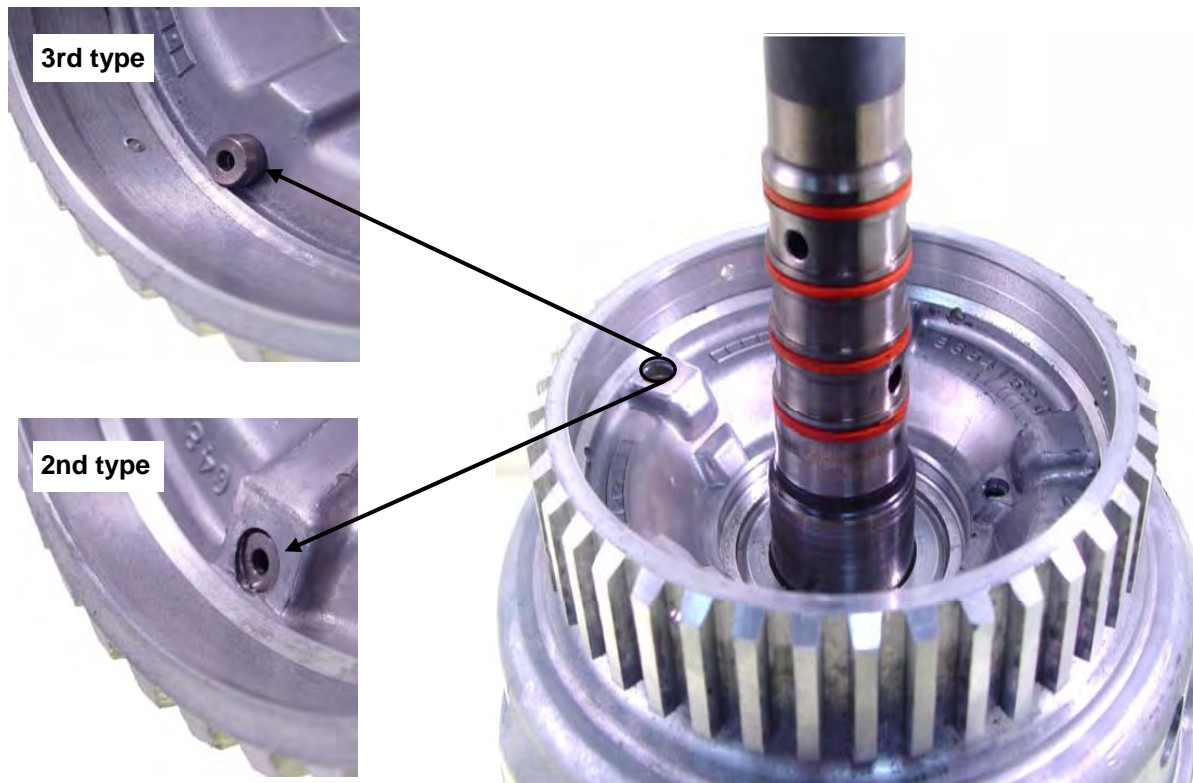
700/4L60E Clutch Spring Kit Standard and Heavy Duty



For High performance street and race applications that rev over 5500 rpm.

A little background info:

At high RPM's the check ball in the input drum will not seat due to outward centrifugal force. This same centrifugal force acts on the inner seal of the 3rd clutch piston causing it to pull away from the forward clutch steel housing creating a big leak in 3rd apply oil. This contributes to a no 2-3 shift at High RPM and 3-4 clutch burning. We currently have no answer for the inner seal problem, however we can do something about the check ball not seating and also dragging the clutches in 1st and 2nd gear so lets do it. Without an air bleed at High RPM's residual oil behind the 3-4 piston can become trapped allowing the 3-4 clutch's to drag in 1st & 2nd gear. This is why just plugging the capsule is not the best answer. The new TransGo 3-4 orifice eliminates the check ball and provides additional exhaust for the residual oil. Installing both the orifice and the new release springs in the drum will help prevent dragging the clutches around in 1st and 2nd gear and fix a big leak. **Warning!** Do NOT remove and plug the 3rd accumulator check valve in the rear of the servo in the case. Its function is to protect the 3rd circuit from any cross leaking oil.



Step 1: Identify your drum.

3rd type: Protruding type capsule

2nd type: Recessed type capsule.

See additional data on page 2.

1st type: No capsule (not shown) ball in drum. Don't use for High rev applications. Use later drum, converter & pump.

Step 2: Remove pistons. Drive the capsule out with punch from this side of drum.



After orifice is installed 3-4 piston should not rock when placed in drum.

Grind here



2nd type capsule only:
Grind the head of the new capsule to the dashed line. **Clean grinding flash from orifice hole.**

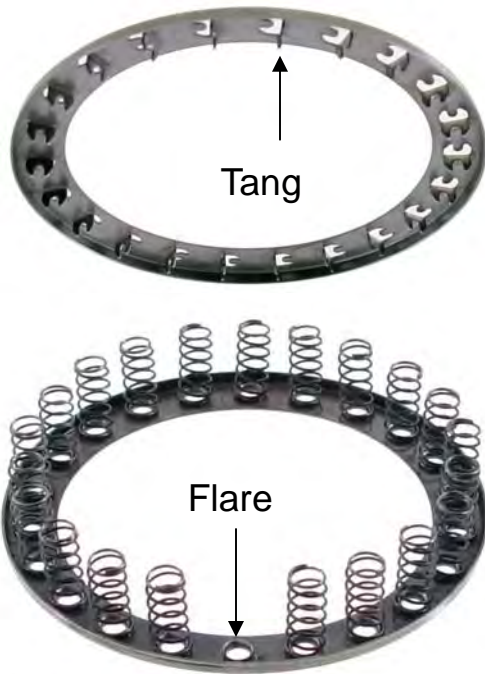
Step 3: If you have 2nd type capsule be sure to grind the new 3-4 orifice as described above. 3rd type capsule, No grinding required. Place new 3-4 orifice in housing and gently tap in with 1/4" flat nose punch.



700/4L60E Clutch Spring Installation:

**Reduces 3-4 Clutch Burnup
Caused by Crossleaks and Slow KD Release**

1st type retainer: No Hooks If the **White** springs will snap over the flares on retainer use them. If flares are too big use small **Plain** tapered springs with the large end over the flares.



1st Type 3/4 retainer No Hooks

This keeps the 3-4 clutches from accidentally applying because of minor cross leaks at the rings, support, case or valve body. It also reduces clutch drag during 3-2 kick-down and prevents residual oil clutch apply at revs up to 5500.

This spring kit works with the standard 3-4 clutch pack or when installing additional plates.

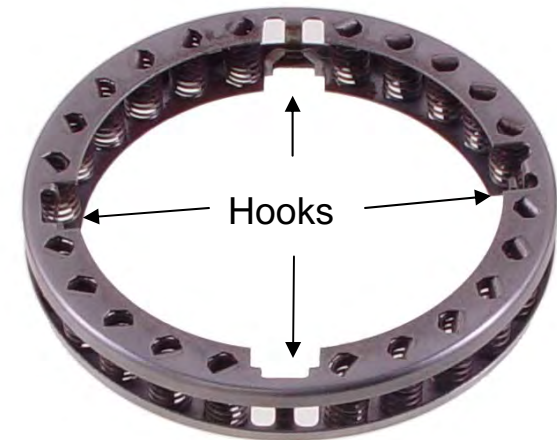
Step 1 Std V6, V8,s And Diesel install 14 New Springs that fit your retainer install two springs then skip one, install two skip one all the way around retainer

High Rev Engines Only: Install All 22 Springs

2nd type retainer Has Hooks : Use **Yellow** springs Install small end of springs on tang side of retainer. Bend hooks inward so they won't hook.



If trans has this type of 3-4 return springs, do not re-install them.



2nd Type 3/4 retainer Has Hooks

Installation Washer



Step 1 Std V6, V8,s And Diesel install 10 New large plain springs leaving blanks at 3, 6, 9 and 12 O'clock
Large plain springs are tapered. Install the end that fits your retainer.

Installation Washer



High Rev Engines Only: Install All 14 Springs

Installation washer only used for assembly place on top of retainer while compressing springs.



1st Type Retainer No bottom
Install **Plain Springs**

2nd Type Retainer Has bottom
Install **Plain Springs**



Aluminum Piston



Steel Piston