

SK[®] 440-Jr[™] Shift Kit[®]

Durability Upgrade

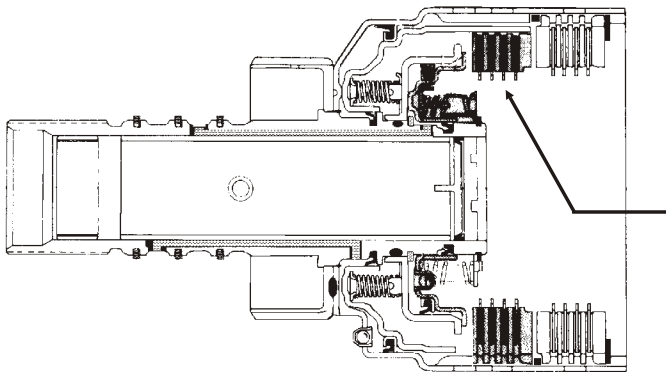
Reduces/Prevents/Corrects:

2nd clutch failure—1-2 soft, slide bump or hard—
Late or no upshift—Lockup glazing—Kickdown bang-
Soft shifts when hot—Accumulator leaks—Accm seal failure

Dear Mechanic and Shop Foreman: Junior kit installs fast & saves \$\$.
It corrects several main causes of failure: Lockup clutch glazing, 2nd and 4th burnup, sticking TV valve [late or no upshifts], low pressure rise hot, accm seal failure, late or no upshifts cold, and accm system crossleaks. It doesn't change timing of shifts or lockup or correct reverse complaints

Other 440 products available: 440RK[™] harsh reverse kit; 440LK[™] lube and end play kit; SK440-Sr Tripack-total repair/education system.

Step 1. While the trans is apart see if the 3rd clutch pack has a waved cushion plate.



Put "X" in box:

Has waved plate

No waved plate

If you did not have the trans apart this is what it had originally:

1984-87 No waved plate

1988 2.8 & 3.0 had waved plate—all other 88's no waved plate.

1989-91 All had waved plate.

The trans will work OK with or without a waved plate, but a larger 3rd clutch feed hole is required if the trans has a waved plate.

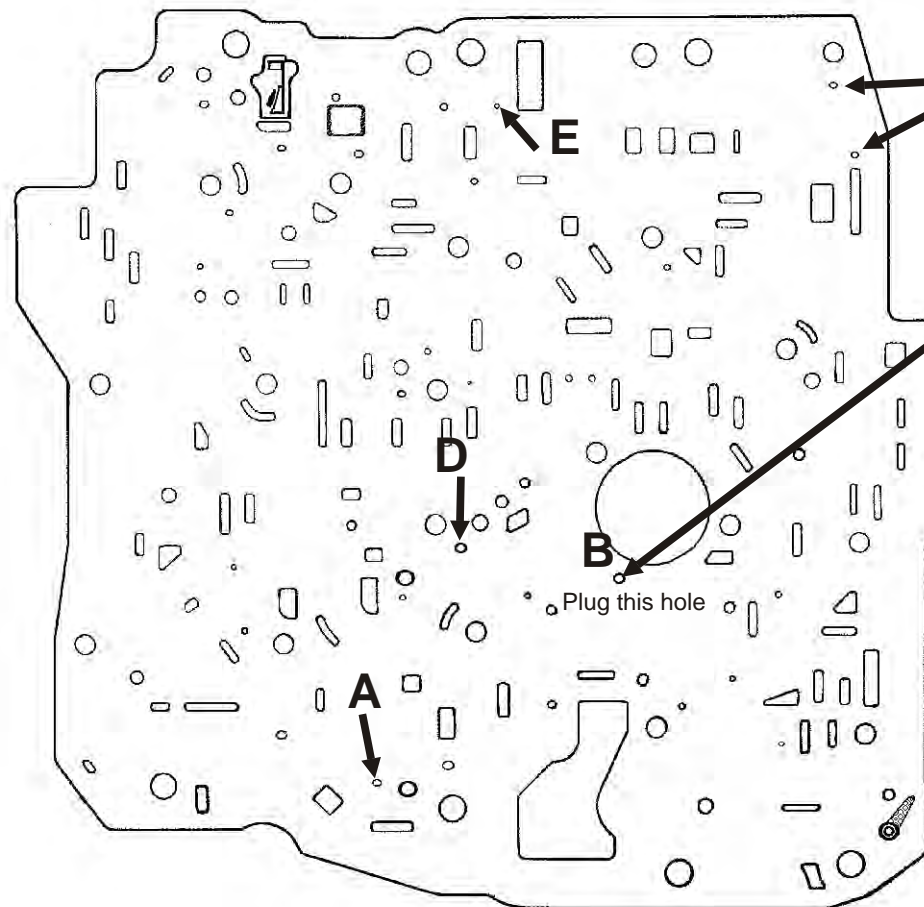
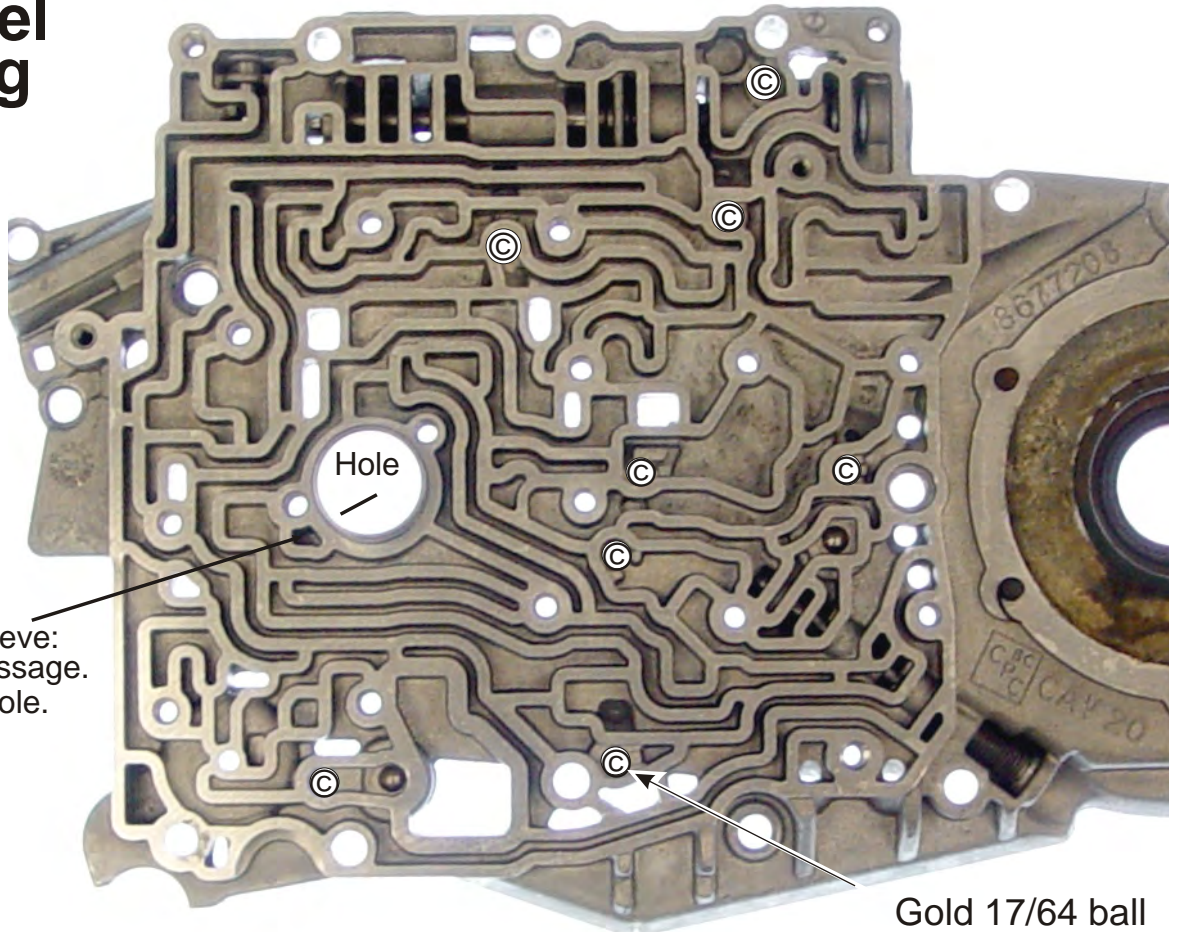
Channel Casting

Checkballs

Seven 1/4 checkballs

1 GOLD 17/64 bottom at right

Conv Delivery Sleeve:
Blow air in this passage.
It must blast out hole.



C. Plate will have one of these holes.

Hole Sizes

“A” = .091 furnished.

“B” = Drill hole .091—Then place plate on cement floor. Install alum plug into hole and hit it once smartly with light hammer to plug the hole.

“C” = .091 to .116

“D” = If 3rd clutch has waved plate enlarge “D” with .100 to .106 drill.
Without waved plate: .091

“E” .063 to .076

Thimble screen

86up type has 3/8" ball here

To Install Clip: Push valve stem inboard 1/8" so the flat part of clip will fit down into the bushing slot. Taper pin

Use extractor

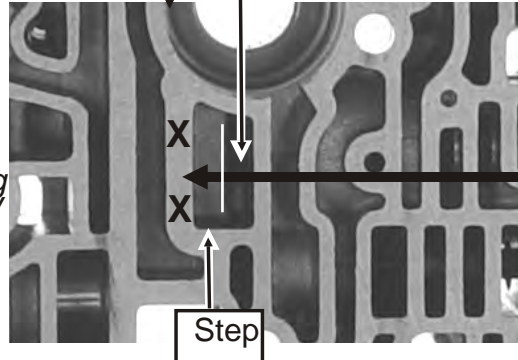
Push the pin out from other side.

Two GOLD 17/64 balls [Towards middle of VB]

Checkballs

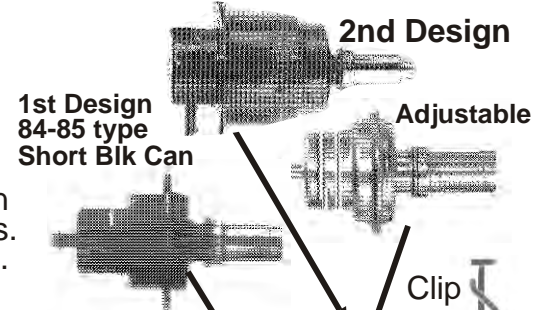
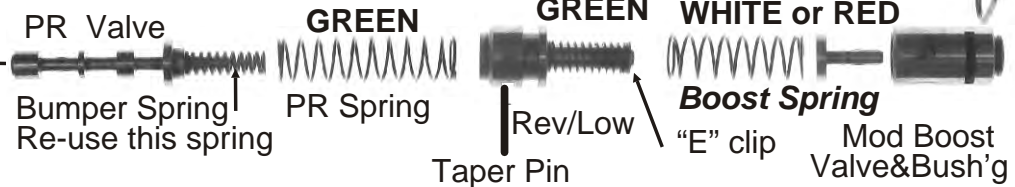
1/4, 17/64 or 3/8 where shown

Note: If VB has a hole down thru the step, plug it with a screw and RTV or Locktite.

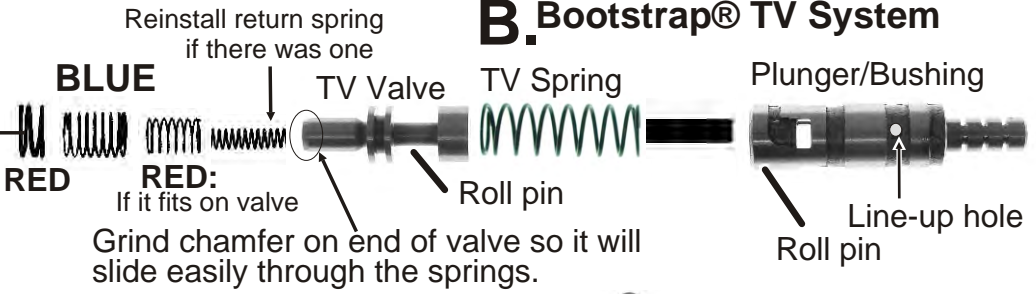


C. Pressure Rise/Regulation

Boost Spring matches modulator. If you don't know which modulator will be installed, use RED spring. If the trans has never been worked on you don't have to install green springs. If you don't know for sure install them.



B. Bootstrap® TV System



Firmer Lockup Option



A. Bend a short hook on end of paper clip. If valve body has a spring here, hook it out and discard it.

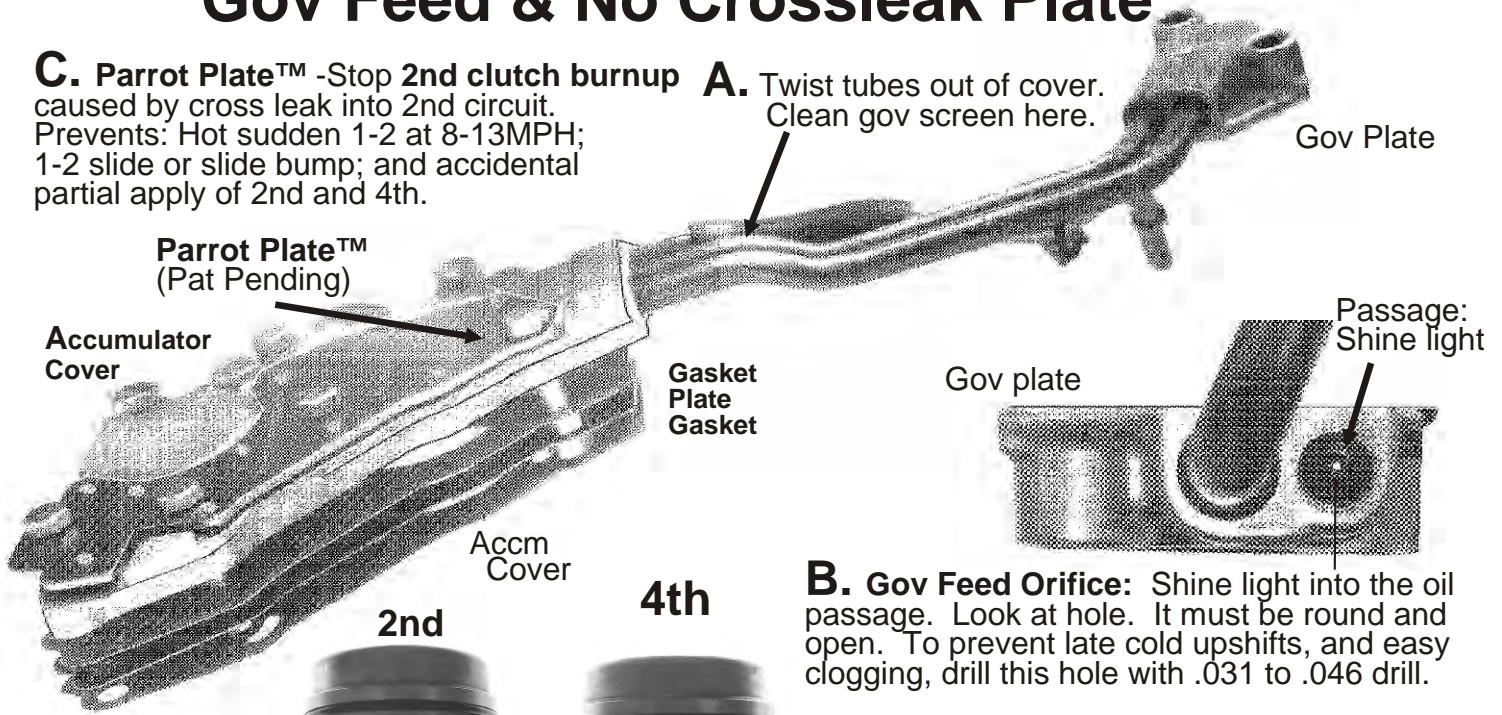
Drill a 1/16 to 1/8" hole **right to left** thru the partition between the X's.

Firmer Lockup: GREEN spring may correct a light throttle shudder, but will also cause a bangy relock after lift throttle. A strong spring here won't correct a shudder, on a pull, *after* lockup is engaged. Many VB's have been ruined because the plug gets stuck. We do not advise you to install the GREEN spring unless it is absolutely needed.

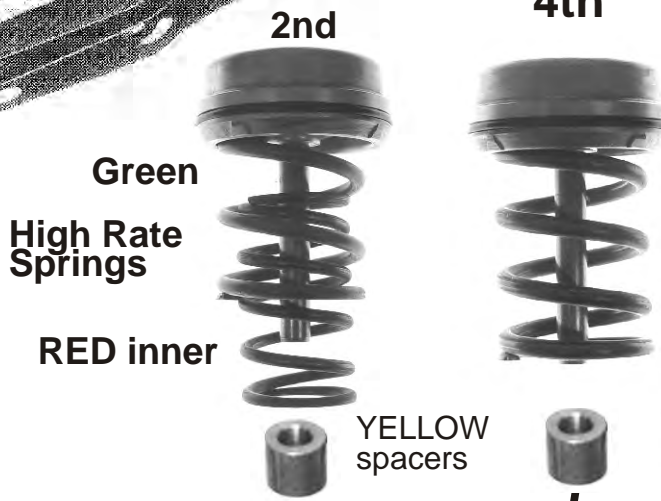
Gov Feed & No Crossleak Plate

C. Parrot Plate™ -Stop 2nd clutch burnup caused by cross leak into 2nd circuit. Prevents: Hot sudden 1-2 at 8-13MPH; 1-2 slide or slide bump; and accidental partial apply of 2nd and 4th.

A. Twist tubes out of cover. Clean gov screen here.



B. Gov Feed Orifice: Shine light into the oil passage. Look at hole. It must be round and open. To prevent late cold upshifts, and easy clogging, drill this hole with .031 to .046 drill.

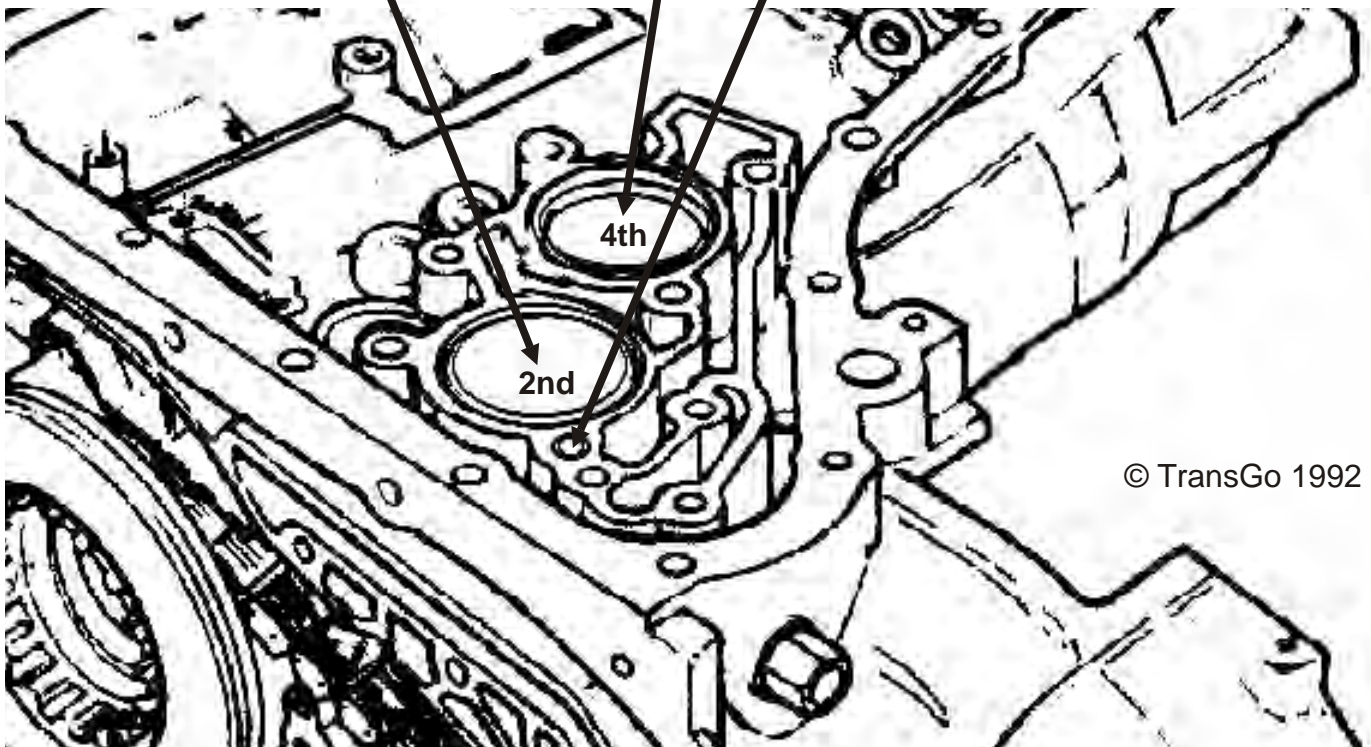


2nd & 4th Accumulators

PLAIN Tough Seals

Install threaded tapered Orifice: Station Wagons, 4dr sedans, Cadillac.

Don't install Orifice: 4cyl, or 2.8, 3.1 and sport coupes: [Threaded tapered Orifice: makes 1-2 shift slightly firmer.]



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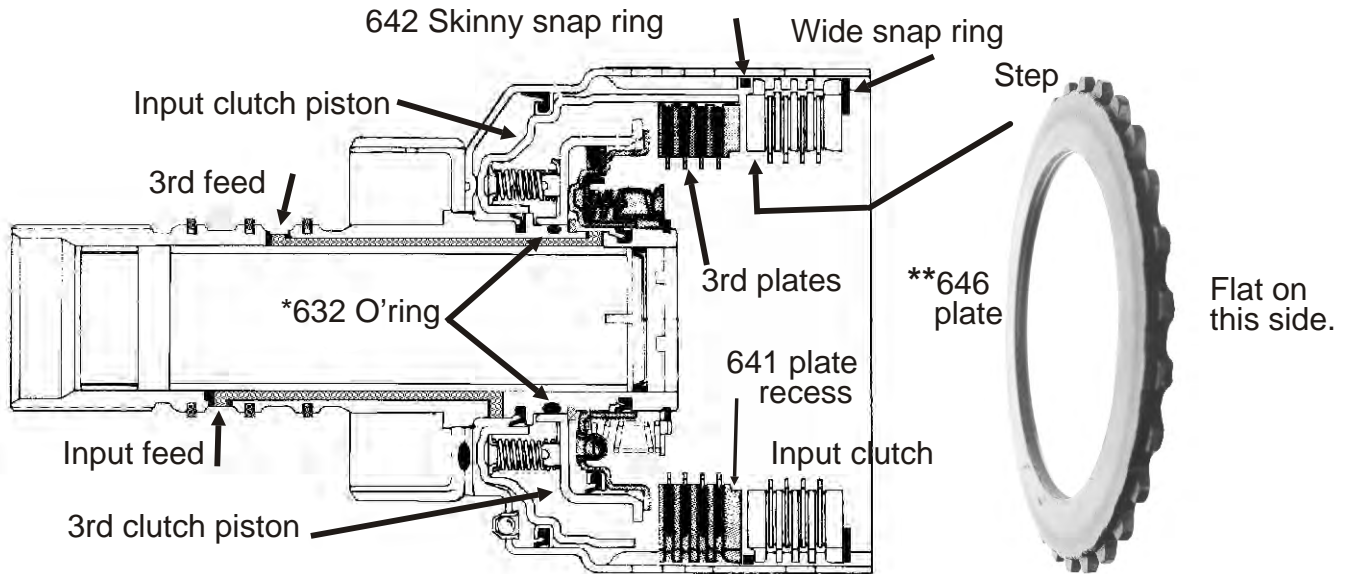
Read This First

Prevent Comebacks

Input Drum Assembly

* 632 O'ring: Missing or undersize will cause 3rd slip, 2-3 cutloose or 2-3 bindup.

** 646 Input pressure plate: Has a step on one side of the teeth. Step installs against skinny snap ring 642. **646 installed backwards burns 4th clutch and other bad stuff.**



3rd clutch stackup: If stackup space leaves you a choice between 8 plates and a waved plate or 10 plates without a waved plate, it is better to have 10 plates.

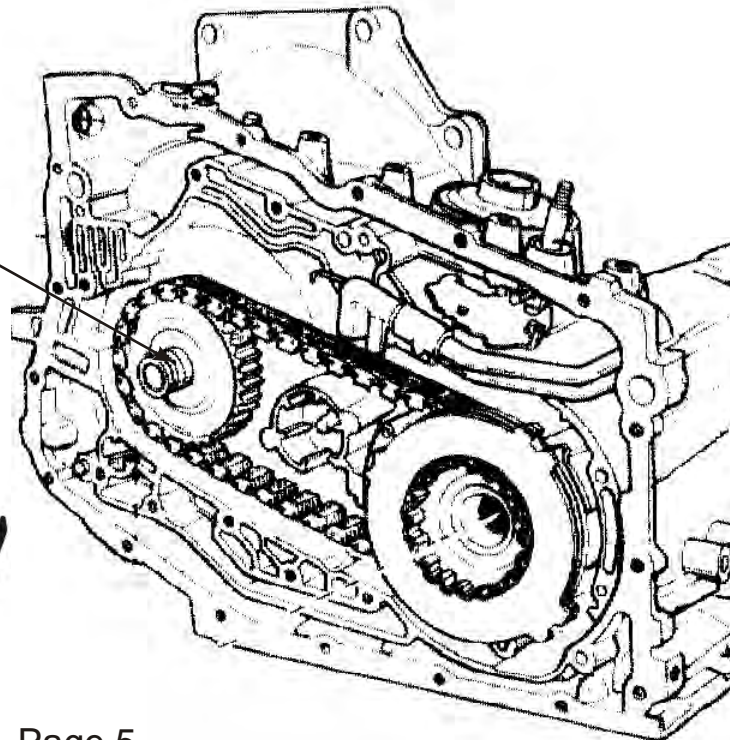
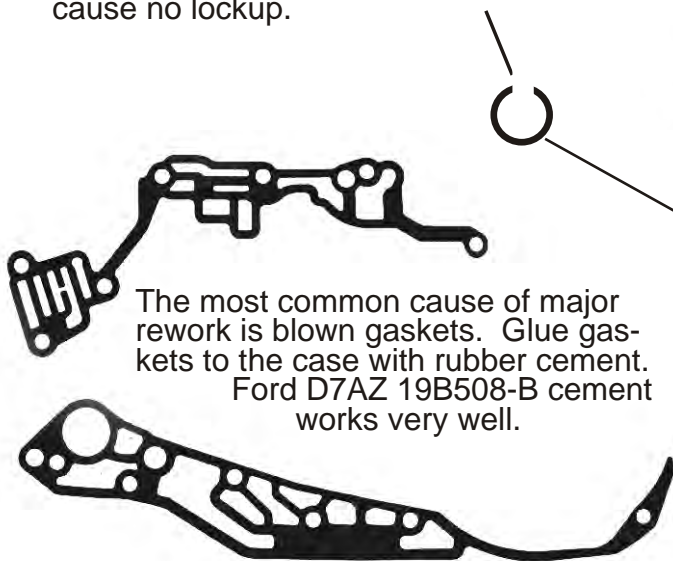
641 plate can be machined up to .040 thinner to gain additional space for clutch plates.

- Assembly Check:**
1. Wide snap ring must be installed **last**.
 2. When air checking input clutch, 3rd plates must have clearance.
 3. When air checking 3rd, Input clutch must have clearance

Repeat air check through the sprocket support to check input drum teflon rings.

Chain Cover Assembly

The snap ring must be all the way down into the groove. Not down in groove will cause no lockup.



Tighten all the chain cover and VB bolts three times. 1st with your right hand and then with your left hand, and then again with your right.

440-NoYoYo®

TransGo®

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CORRECTS: No 2-3 upshift cold — Delayed 2-3 cold — 2-3 slide or runaway during warmup — Seal splits or tears — Seal flips sideways — 3rd clutch failure
We know of four seal design and spec changes. The problem of lip breaking off, delayed or no 3rd cold and 3rd clutch failure persists. 88 input drum reduces the clearance between the piston and the seal shaft, but broken lip, delay and 3rd clutch failure continues.

Field tests indicate it's a total fix for 3rd seal failure and leakage, regardless of which design input drum or piston is used. It's self-centering, and doesn't care if the piston is off center. It's self-expanding and automatically resizes or reshapes to fit any use/cure off-setting or hot/cold expansion conditions. Best of all, it won't flip over while installing it or during use.

