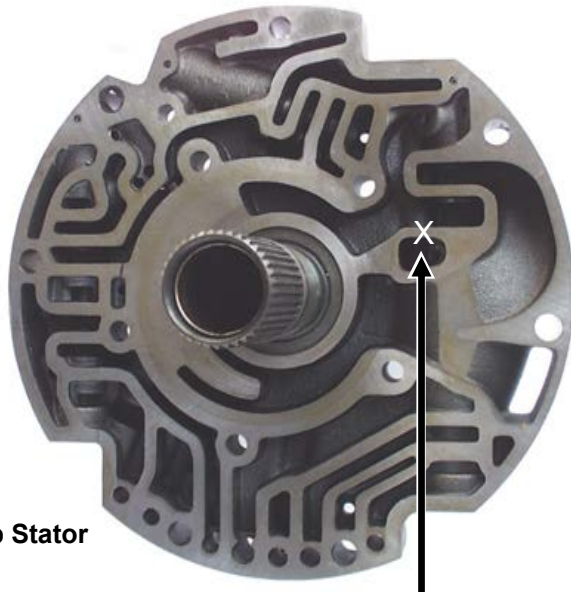


Reduces/Corrects/Prevents:

- Excessive EPC high pressure parts breakage (piston, drum, pressure plate)
- Direct clutch burn-up no upshifts
- Rough 1-2 shift (bang)
- low pressure due to solenoid filter breakup

Boost valve upgrade

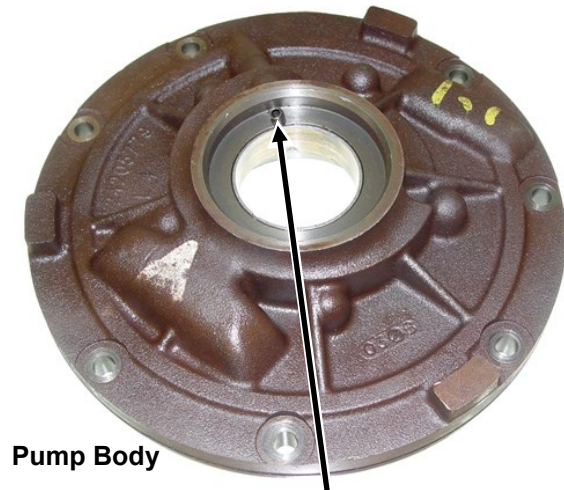
Kit includes a highly improved boost valve and bushing. The wide land self-cleaning design resists wear so that pressure rise keeps working properly. This reduces direct clutch failure caused by low pressure. Also stops case and valve body wall blow-out due to excess pressure. Kit Includes a relief valve for the boost system- Prevents runaway boost pressure!



Pump Stator

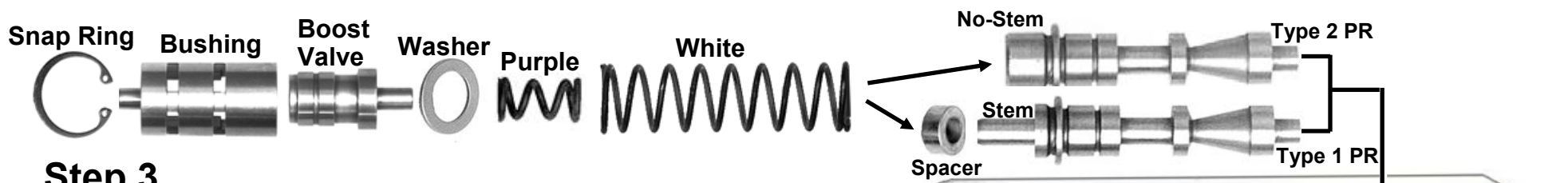
Step 1 Under "X" drill a 3/64 (.042-.055) hole thru side of wall in direction of arrow.

**Internal Upgrades:
Do these steps if
Trans is apart.**



Pump Body

Step 2 To prevent front seal blowout, Enlarge this hole with 1/4" drill.



Step 3

Install **New** PR springs, washer, boost valve and bushing.

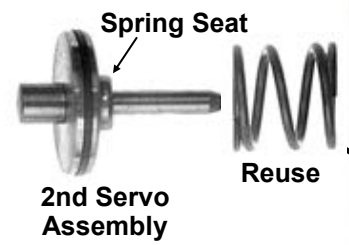
Stem Type 1 PR valve: Install spacer on PR valve stem.

No-Stem Type 2 PR valve: Do **not** install spacer.

Step 4

Install **new stronger 4th bolt and washer.**

Install © = 8 Checkballs

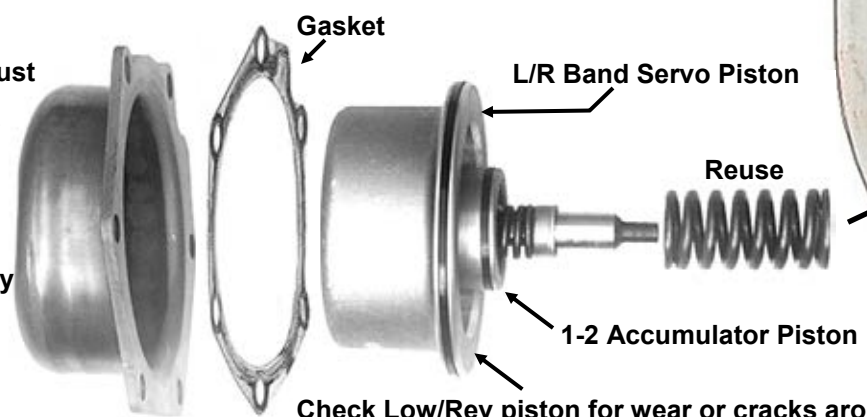


Step 5

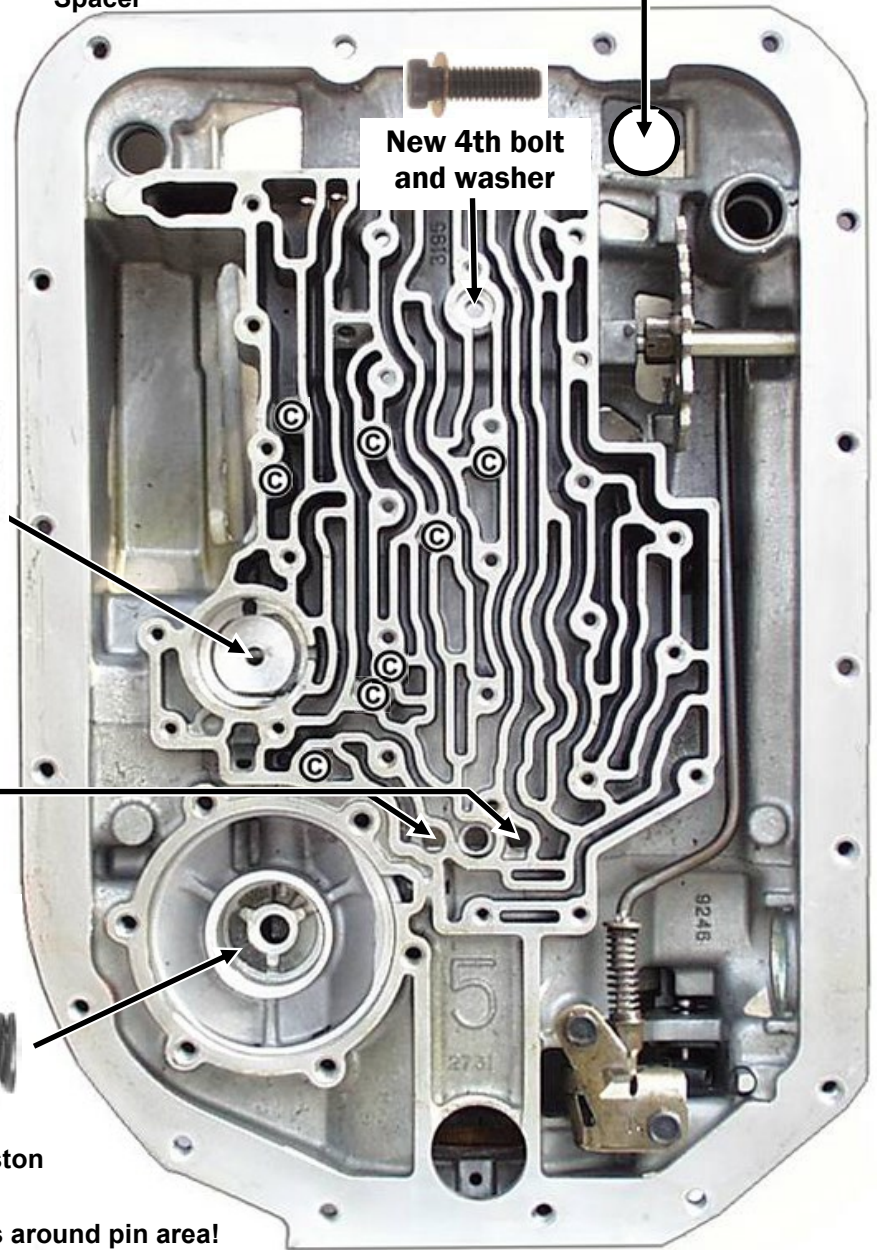
Install the **New** cup seals into the direct and reverse feed holes with a 5/16" punch until seated.

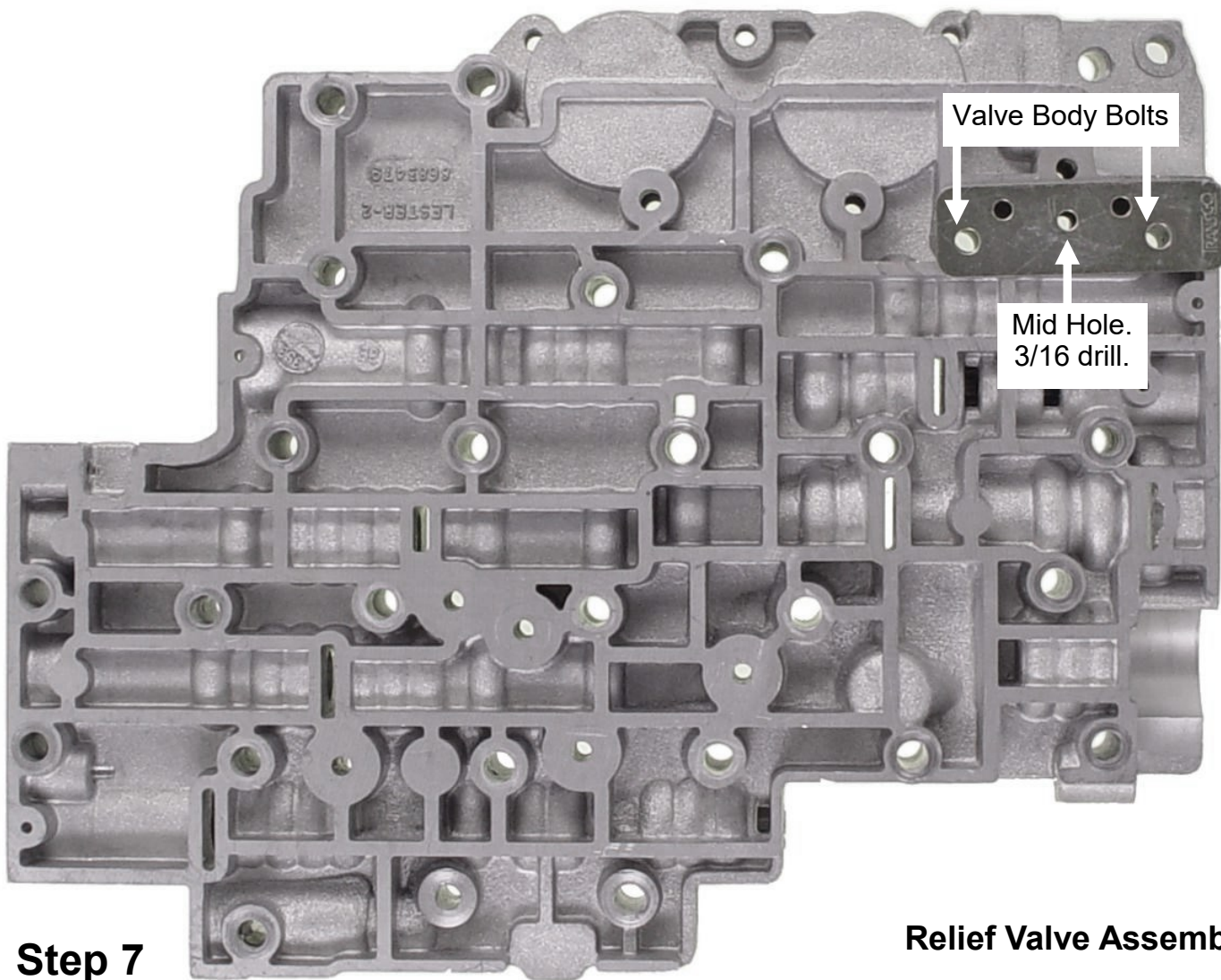
No changes here, just check for wear and cracks on Low/Rev piston!

Low/Rev band apply & 1-2 accumulator cover.



Check Low/Rev piston for wear or cracks around pin area!





Step 6

Install relief assembly cover with two valve body bolts to act as a drill guide. Down thru the Mid hole, drill thru the valve body with 3/16" drill. Clean chips from both sides of VB when done.

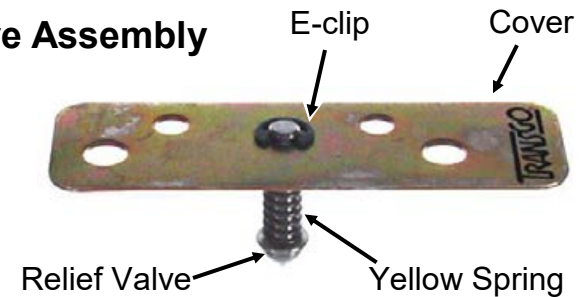
View from other side when finished.

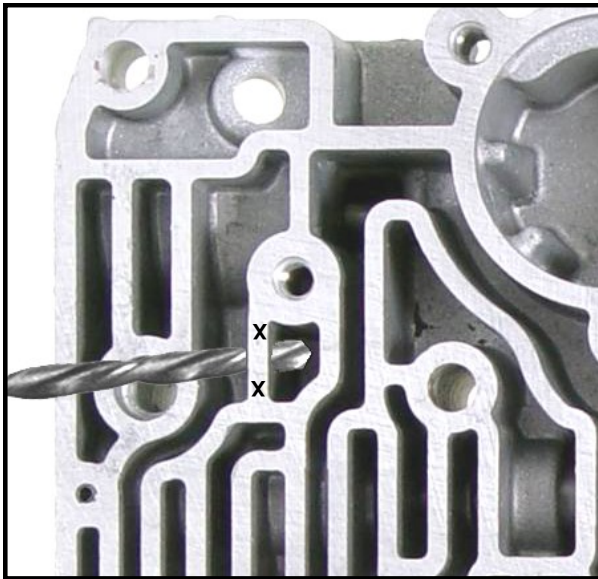


Step 7

Install spring on long stem end of valve. Push stem end of valve up thru cover while a buddy installs "E" clip. Install the assembly temporarily with two bolts and tap the E-clip end **lightly** with light hammer to seat the valve on the drilled hole. **Install relief assembly last when everything else is done and you are installing the valve body.**

Relief Valve Assembly





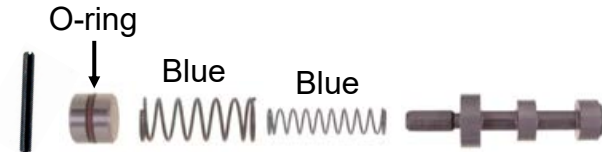
Step 8

Between the "X's" on **angle shown**, drill thru the partition left to right with 1/8" drill. (Center punch location first) **Then enlarge with 3/16" drill.** Makes it easy! Clean drill chips from VB.

Step 10

Remove Actuator Filter Parts. Discard O-ring on the filter and the original end plug. Install **NEW** tapered plug with o-ring. Install filter, **NEW ORANGE** spring and **NEW** end plug. Install roll pin thru center of new plug.

New steel end plug (threaded end out).



Step 9

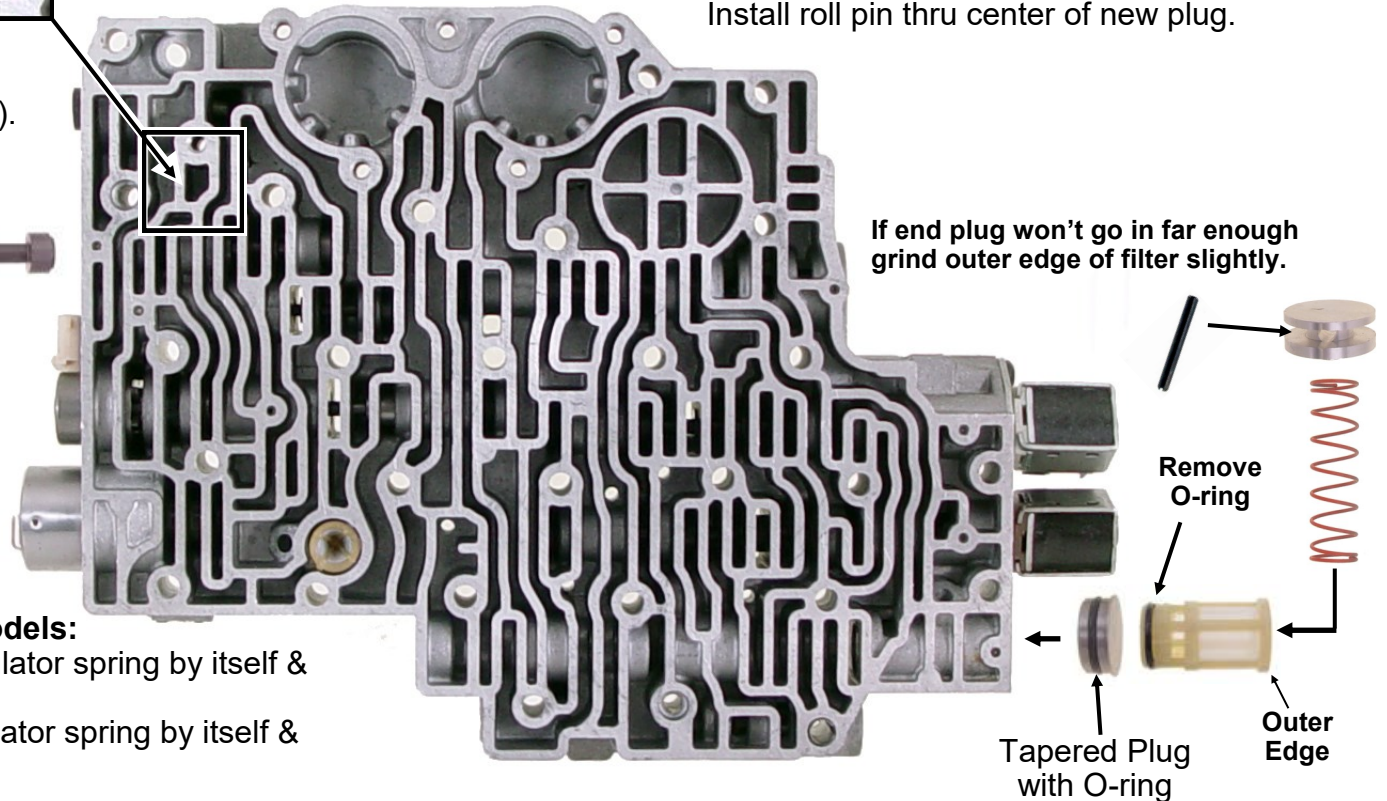
1991 & 92 models discard original springs and plug. Install new **blue** outer **and** inner accumulator

1993 & Up re-use original springs and new steel end plug & O-ring.

Optional shift "firmness" for all year models:

Slight Firmer Shift: Use outer **blue** accumulator spring by itself & new steel end plug and O-ring.

Even Firmer Shift: Use inner **blue** accumulator spring by itself & new steel end plug and O-ring.



“Z” Holes: Center gaskets on plate and insert valve body bolts thru “Z” holes first to align gaskets and plate to VB. A little ATF or assembly gel applied to plate first will keep gaskets from shifting while assembling.

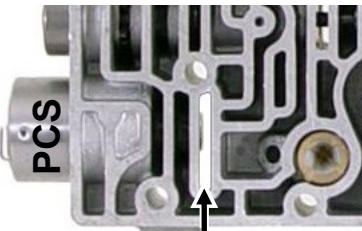
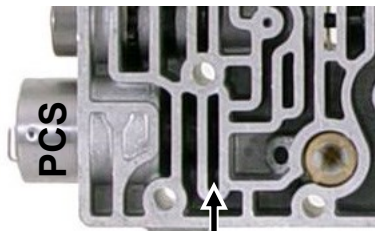
Step 11

Drill holes **A** and **B** .093 to .125 (3/32 to 1/8)
 Drill hole **C** to .187 (3/16) (See additional VB Info).

Additional VB I.D. Info & Tech

91 & 92 Type VB

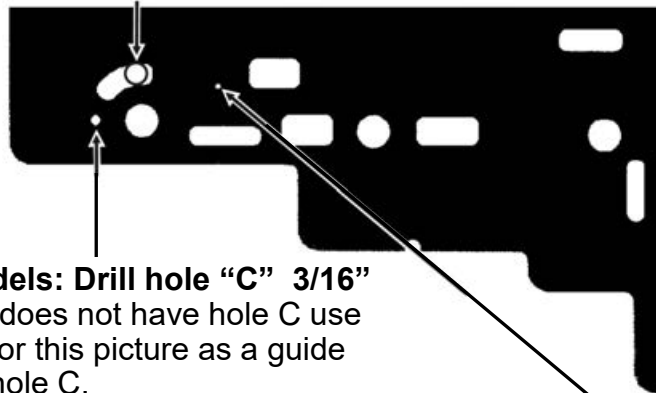
93 & UP Type VB



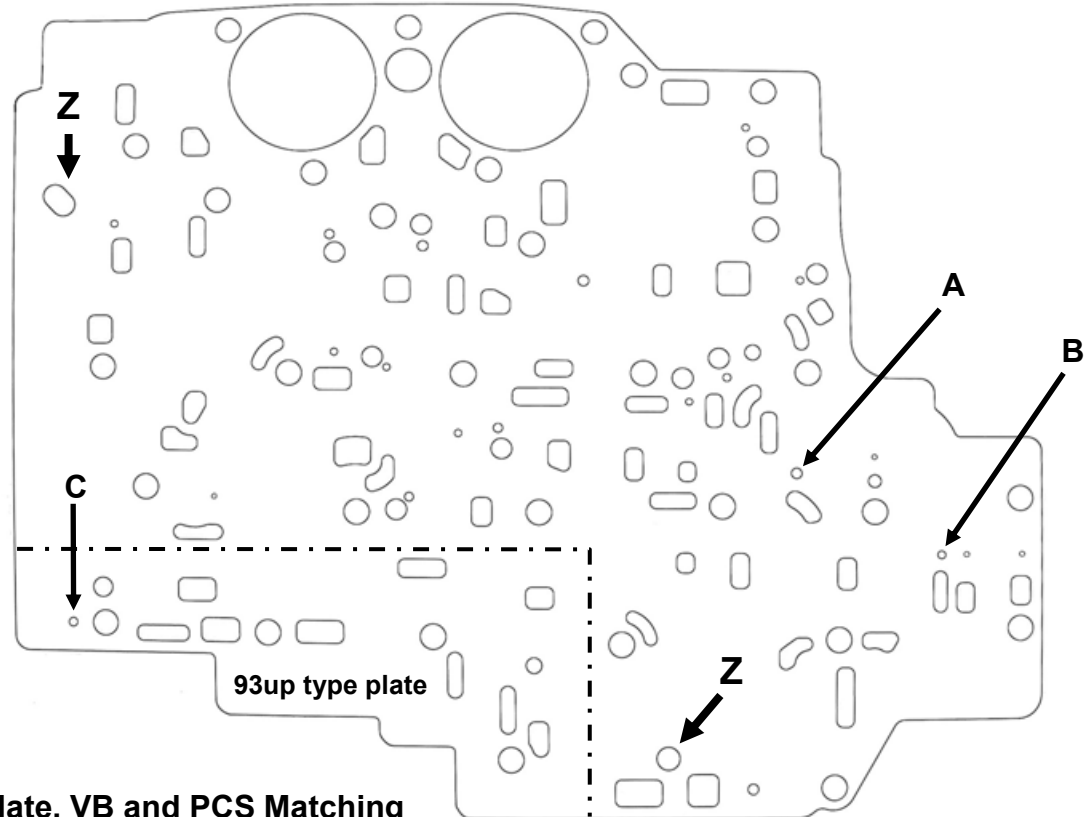
Non-Vented
 Uses balance
 hole in plate.

Vented
 No balance
 hole in plate.

Plate may have round hole here.
 Gaskets may have round hole here.



All Models: Drill hole “C” 3/16”
 If plate does not have hole C use
 gasket or this picture as a guide
 to drill hole C.
 Both gaskets must also have this
 hole. Cut hole in gaskets with
 razor blade if necessary.



Plate, VB and PCS Matching

<p>Screen</p> <p>Early PCS w/screen</p>	<p>Pressure Control Solenoid (PCS or Force Motor)</p>	<p>Screen on this end: Requires 91 & 92 Non-Vented VB with balance hole in plate.</p> <p>No Screen on this end: Ok on all models. Normally found with 93up Vented VB and no Balance hole in plate.</p>
<p>This .038-.040 Balance hole is ONLY required on 91& 92 VB's when using a Pressure Control solenoid that HAS a Screen ON THE END! Use gasket or an old plate as a guide if your plate needs the hole AND your VB is the NON-Vented 91-92 Type.</p>		

