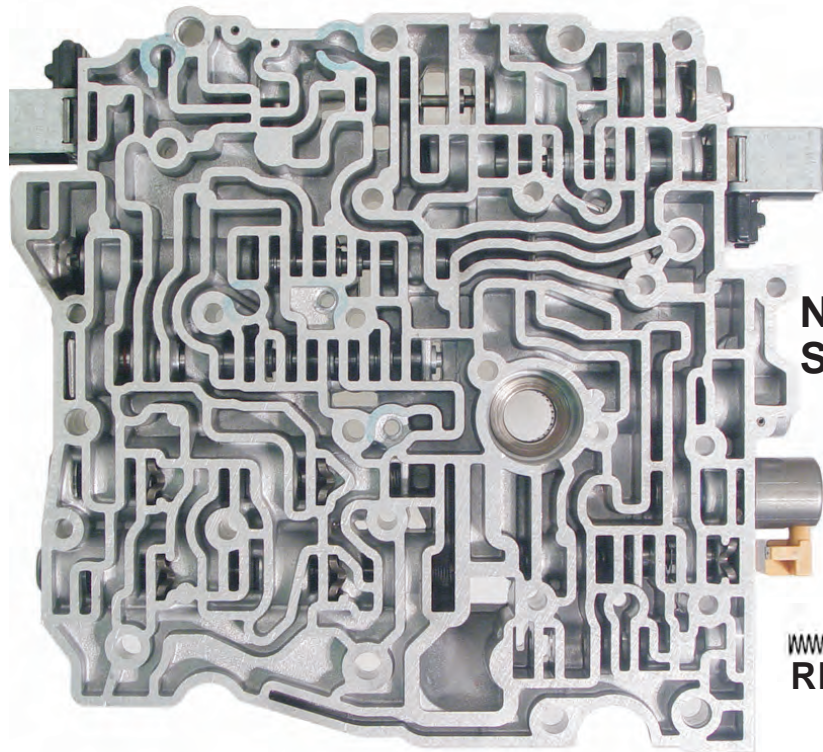




# SK® 4T60E-Jr Shift Kit®

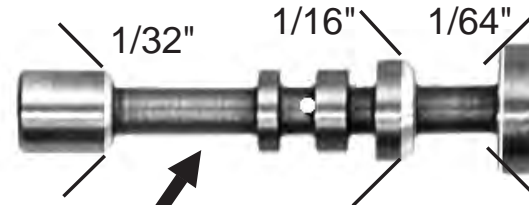
## **Prevent/Reduce/Corrects:**

Converter shudder/slip. Lockup on top of 2nd.  
Won't unlock - Falls in and out of lockup.  
No lockup and/or 4th with hot Code(s):740, 85, 39, 80/90.  
2nd clutch burn up due to pin wear or seal nibble.  
Delayed 3rd or No 3rd cold.

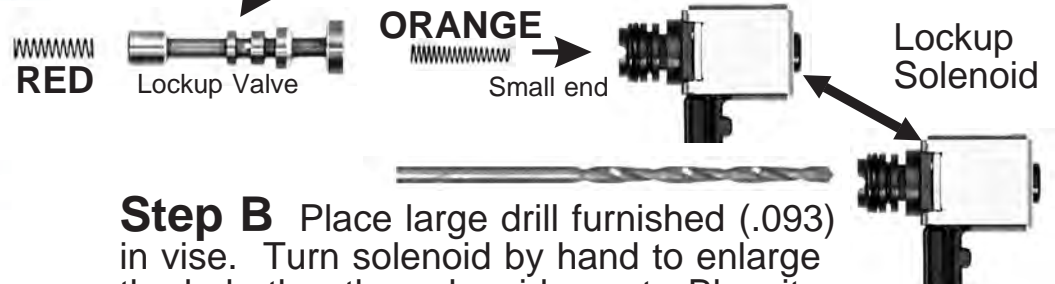


No Solenoid Here  
Skip Pages 2 & 4

**Step A** Grind chamfers on lockup valve as shown. Don't worry it's not fussy.

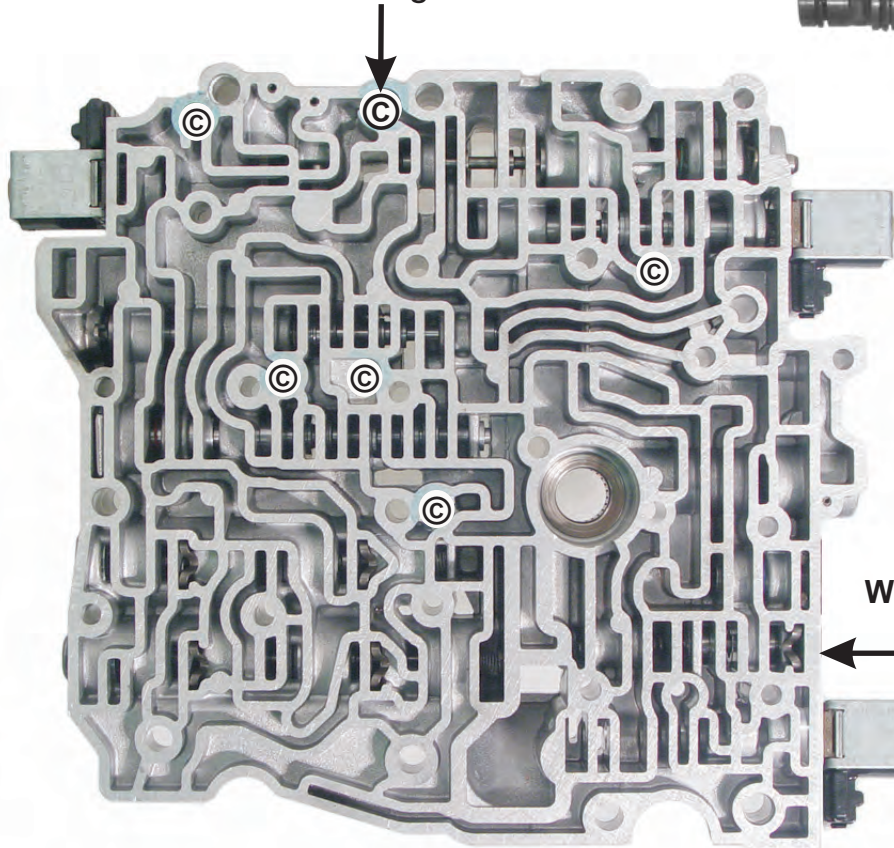


Install RED and ORANGE springs with small end of orange into solenoid



**Step B** Place large drill furnished (.093) in vise. Turn solenoid by hand to enlarge the hole thru the solenoid snout. Blow it out with air. Suck on it to check for leak.

Five 17/64" **GOLD** check balls.  
One 3/8" check ball goes here.



← If VB does not have PWM solenoid Skip this Page.

**Step A** All with PWM solenoid  
Discard original short inner ISO valve  
and both springs.

Install new longer ISO valve with the  
WHITE or BLUE spring in hollow end.

Woven Carbon Converter Lining USE **Blue** spring

All others use **WHITE** spring.

Not sure? See \*\* below

WHITE or BLUE spring

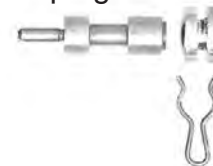


New ISO Valve & Spring

**2nd Type:** Converter Reg Valve with Bushing.



**1st Type:** Converter Reg Valve has end plug - No Bushing.



**\*\* Use BLUE spring and converter with Woven Carbon Lining.**

**\*\*1996:** 3.4L Regal, Lumina, Monte Carlo, Cutlass S, Grand Prix

**\*\*1997:** 3.8L LeSabre, Park Ave, Bonneville, 88, Regency  
With RPO code WA2 on sticker in trunk or has 7BXW trans

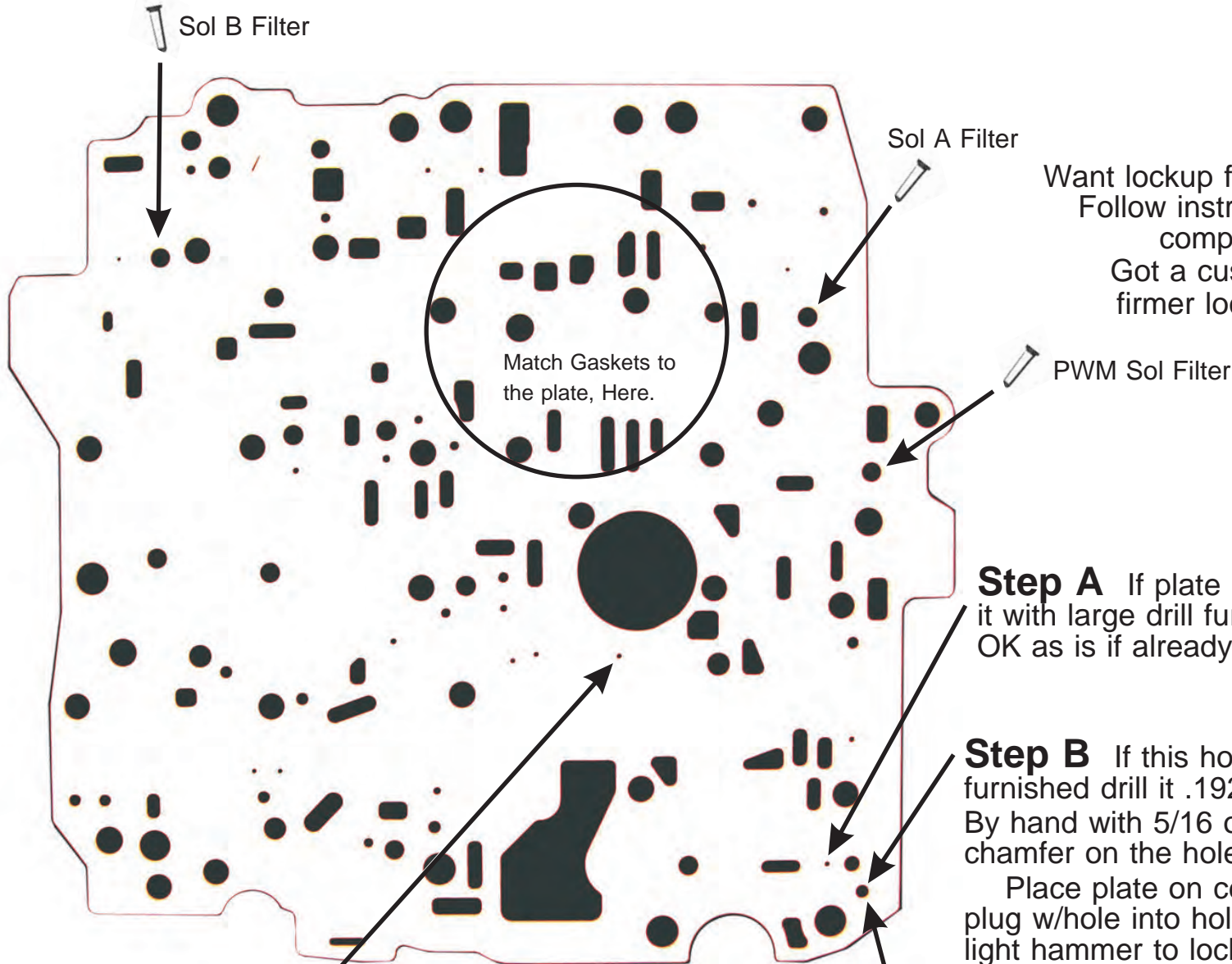
**\*\*1998:** 3.1L Grand Prix, Monte Carlo, Lumina, and Buick Century

**All other models use WHITE spring and non woven carbon converter.**

**Step B** If VB has first type converter reg valve:  
Reuse **original** Reg valve, end plug and retainer.  
If VB has 2nd type converter reg valve with bushing:  
Install the new steel replacement valve, bushing and clip.



Want lockup firmer with more durability:  
Follow instructions on page 4 after  
completing this page.  
Got a customer that won't like  
firmer lockup? Skip page 4.



**Step C** If Plate Has this hole.  
Enlarge with large drill furnished (.093)

Discard this  
thimble screen.



**Step A** If plate has hole here enlarge  
it with large drill furnished (.093).  
OK as is if already bigger or not there.

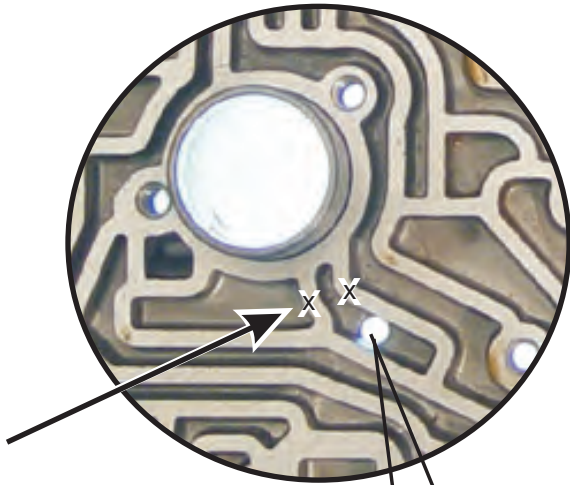
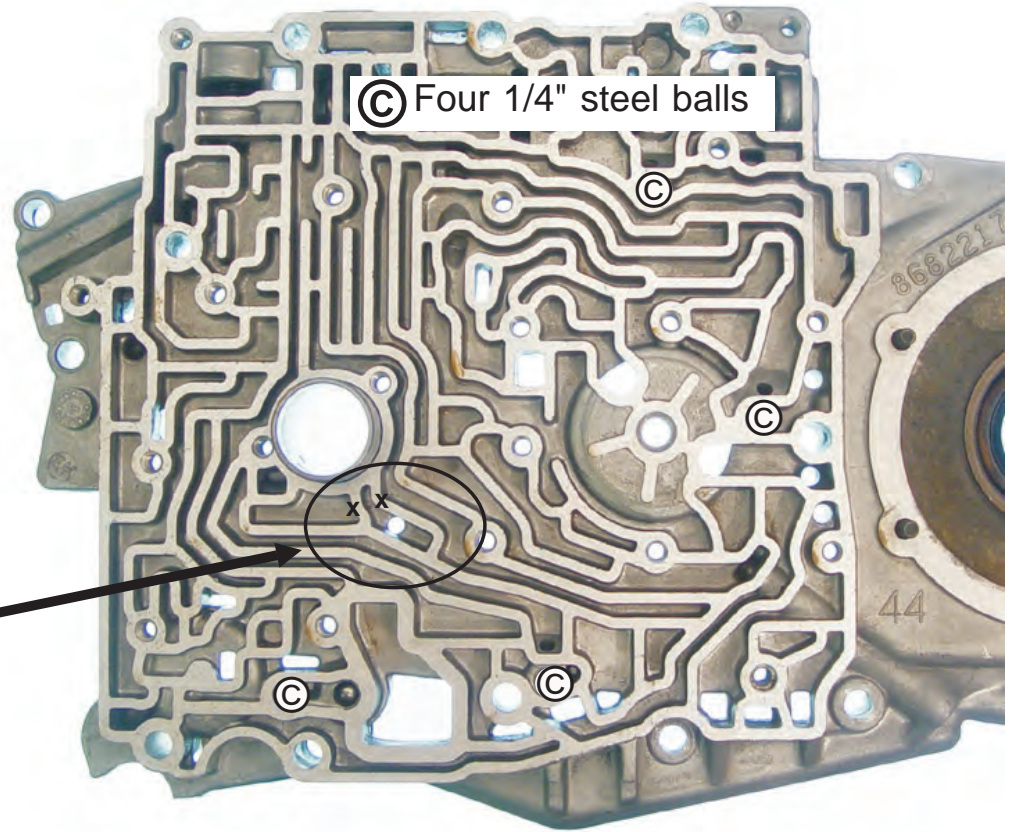
**Step B** If this hole is smaller than plug  
furnished drill it .192 to .204.  
By hand with 5/16 or larger drill make a slight  
chamfer on the hole, on both sides of plate.  
Place plate on cement floor. Insert alum  
plug w/hole into hole. Hit it 3 times with a  
light hammer to lock plug in plate.  
Then file plug flush and re-drill it with SMALL  
drill furnished (.055).  
**Discard the thimble screen filter.**

## LISTEN UP: Do not do this page if:

1. Using Woven Carbon converter. See\*\* on page 2.
2. VB does not have round PWM solenoid.
3. You want original factory type lockup feel.

### Option: Want lockup firmer with more durability?

Doing steps A through D lets the modulator control lockup apply pressure instead of PWM solenoid.



**Step A** At angle shown by arrow cross drill through both partitions under X's with large drill furnished (.093).

**Step B** Tap this hole 1/4-20.

**Step C** Install threaded plug furnished just deep enough that you can still see about 3 threads.



**Step D** By hand with 5/16 or larger drill. Slightly chamfer this hole on both sides of plate. Place plate on cement floor. Insert solid alum plug into hole. Hit it 3 times with a light hammer. Then file plug flush both sides.

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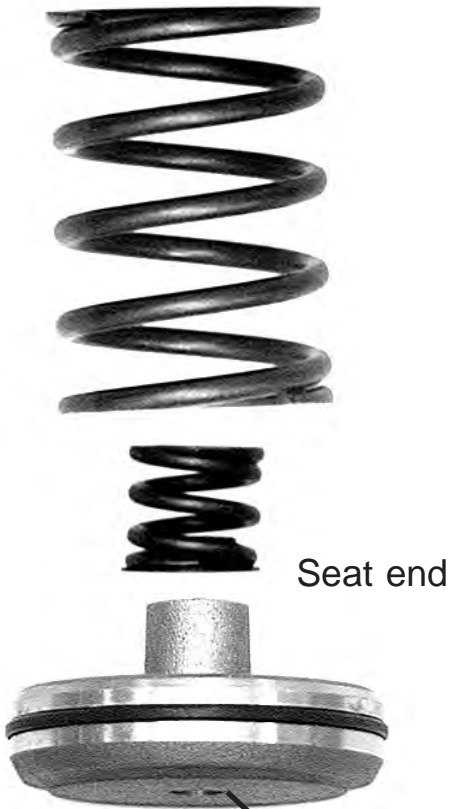
# Available: 4T60-ACM2 Kit

## 2nd & 3rd Accumulator Pistons

Also fits 440: 2nd and 4th



1-2 Accm: HD Type



1-2 Accm Normal



2-3 Accm



Note: There are other spring set ups. Put it back like it came in.

New hard pins reduce clutch failure.

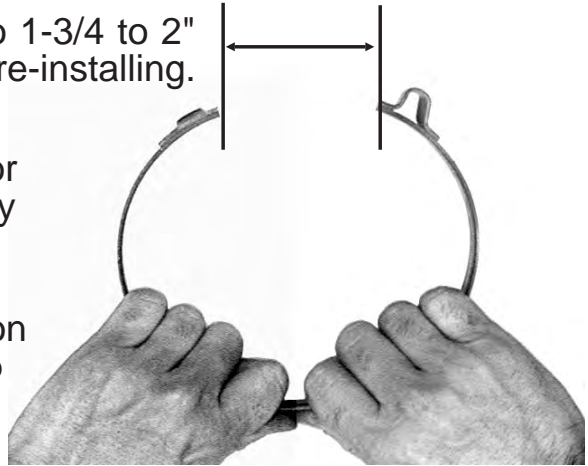
Accumulator Housing

# INFO: Improve Durability & Reduce Complaints

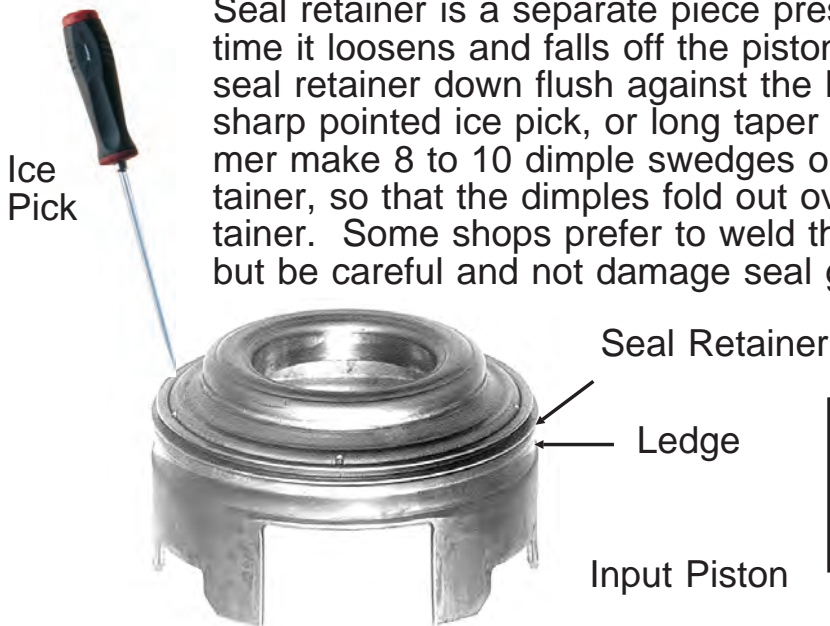
**COMPLAINT:** Trans bumps into gear momentarily at 2200 to 3000 RPM in neutral or park and will buck or lurch forward and may even break the input shaft.

**CAUSE:** Drag applies low overrun band.  
**PREVENTION:** Place hands and thumbs on band as shown. Bend it open until the gap measures 1-3/4 to 2" with no hands on it.

Open to 1-3/4 to 2"  
 Before re-installing.



**COMPLAINT:** No movement cold, or neutrals at stop. Seal retainer is a separate piece pressed onto the input piston. Over time it loosens and falls off the piston. Here is how to fix it. Tap the seal retainer down flush against the ledge on the piston. Then with a sharp pointed ice pick, or long taper pointed punch, and a small hammer make 8 to 10 dimple swedges on the drum, just inside of the retainer, so that the dimples fold out over the inside edge of the seal retainer. Some shops prefer to weld the retainer to the drum. That's OK but be careful and not damage seal groove.



"We know your customer will appreciate your top notch repair. Our very best to you."  
 Gil Younger



**LISTEN UP:** 1997's and a few late 96's had a very low speed PARTIAL lockup strategy. Vehicles with this strategy must have converter with woven carbon lining. Installing earlier type with different lining will cause rumble, shudder, buck or abort lockup.

**STALL:** 4T60E's have tighter converters [much lower stall] than 440's. Installing a 440 converter will increase the stall and can often cause lockup complaints of slip, shudder, rough and abort. A 440 low stall converter will work. Just about everything else can cause complaint.

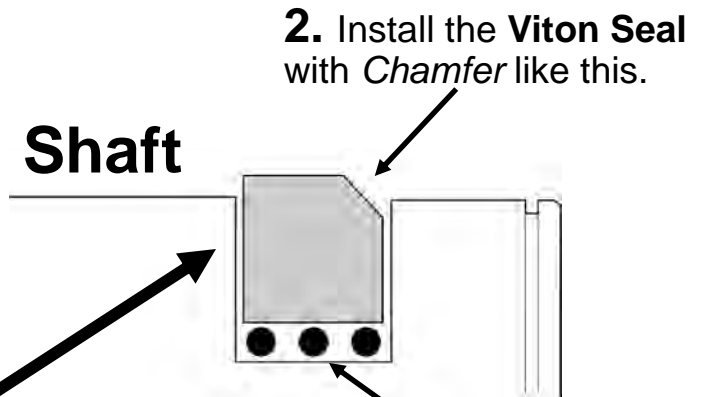
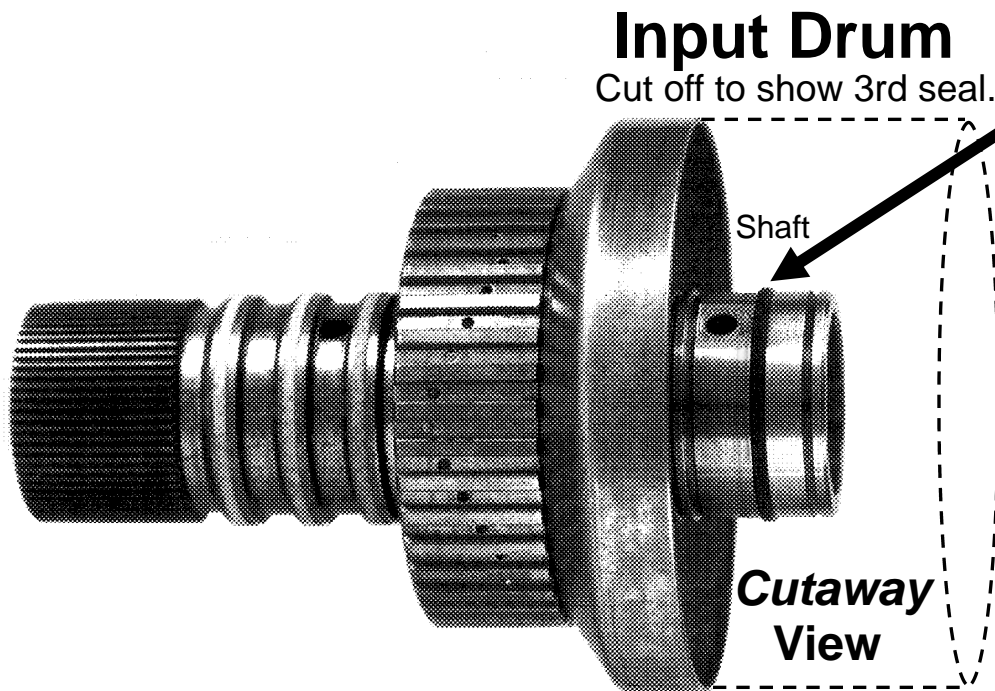
# 4T60E & 4T65E NoYoYo<sup>®</sup> 3rd Clutch Seal Kit



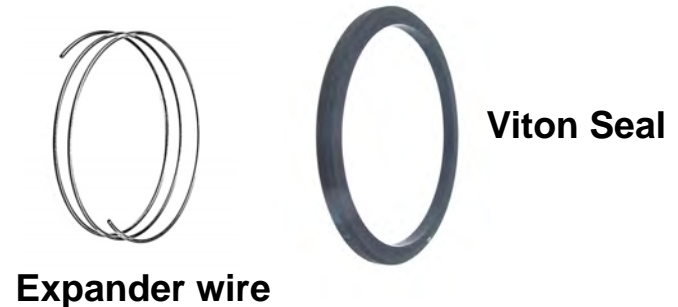
## CORRECTS

**No 2-3 upshift cold--Delayed 2-3 cold--2-3 slide or runaway.  
Seal splits or tears--Seal flips sideways--3rd clutch failure.**

This is the total fix for 3rd seal failure and leakage. It's self-centering and doesn't care if the piston is off center. It is self-expanding and automatically resizes or reshapes to fit any use/cure, off-setting or hot/cold expansion conditions. Best of all, it doesn't flip over during installation or on a cold morning in use.



1. Install **Expander Wire** in bottom of seal groove.



## 4T60E No Reverse Cold

This special seal will correct/prevent complaint of no reverse or slips in reverse when cold.

Long type  
lip seal



“Let us here  
from you.”

© TransGo 2000



# Hello Shop: 4T60E Converters 1996-98

The type of Lockup Plate Friction in the converter matches the computer lockup strategy. Here is listing of Woven Carbon applications.

**1996:** 3.4L Regal, Lumina, Monte Carlo, Cutlass S, Grand Prix.

**\*1997:** 3.8L LeSabre, Park Ave, Bonneville, 88, Regency.

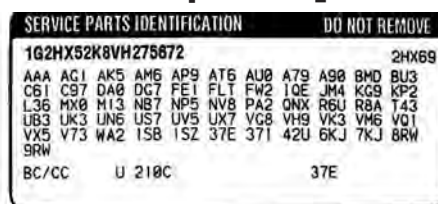
With RPO code WA2 on sticker in trunk **or** has 7BXW trans.

**1998:** 3.1L Grand Prix, Monte Carlo, Lumina, and Buick Century.

**All other models use non-woven carbon converters.**

## RPO Sticker [Regular Production Options]

**\*LISTEN:** The 1997 3.8 models listed above require checking the RPO sticker code located in the trunk under the mat on the spare tire cover. Converter must have the Woven Carbon lockup plate if the sticker has a WA2.



## REPAIR and STRATEGY EXPLANATION

Valve body wear in 3 places will cause slip shudder, no Lockup and No 4th. FIX Valve Body: The Shift Kit® Fixes all three of the worn areas in 93up models and two of them in 91 and 92 models.

Models without PWM solenoid are ON/OFF.

Non-woven converter models (with PWM) apply fully in 2 to 7 seconds. Models with woven carbon converters are designed to slip 20 to 60 rpm and never fully lock-up.

Woven carbon converters should not be used in models that have non woven PWM strategy. It is a waste of an expensive core and may have a softer lockup than you would like.

Using a non-woven converter in models that have woven carbon lock-up strategy will cause roughness or noise complaints at light throttle.

Let us hear from you,

TransGo Tech Team

2 Oct 03