



4T65E SHIFT KIT®

Long shifts, hard shifts, chatter with heavy acceleration from stop, no lockup or 4th. Codes P1811--PO741

If the customer says it's missing shifts, or trouble light comes on, or it has hard or soft shifts, believe him even if your road test is OK.

Long shifts make 1811 code with default to hard or missing shifts. A scan tool will show long shift adapt time. This kit will shorten the shifts without making them rough.

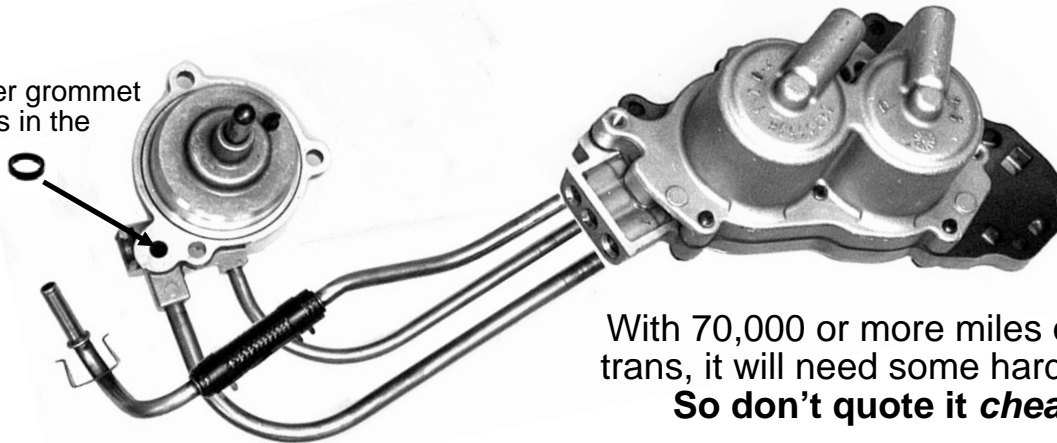
Pressure Control Solenoid (EPC): Replace it. P1811 or PO741 and other codes and failures are most often caused by a sticking armature in the EPC solenoid.

Needle Bearings: A complete needle bearing set is inexpensive, put'em in.

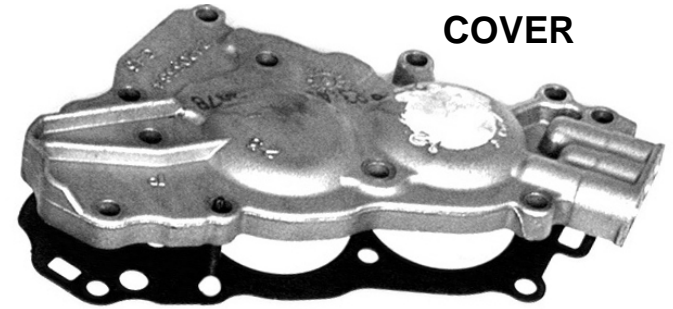
Torque Converter: So far, all 4T65's have woven carbon clutch converters, they must be replaced with same.

Second Gear: An extra steel in the 2nd clutch pack will make the shift shorter with comfort.

Rubber grommet installs in the case.

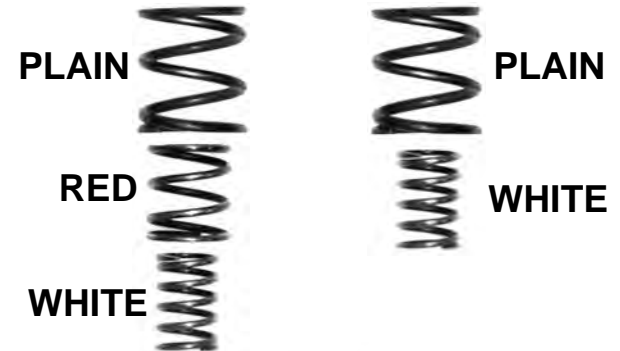
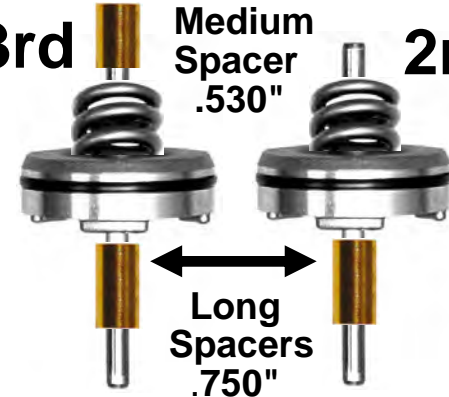


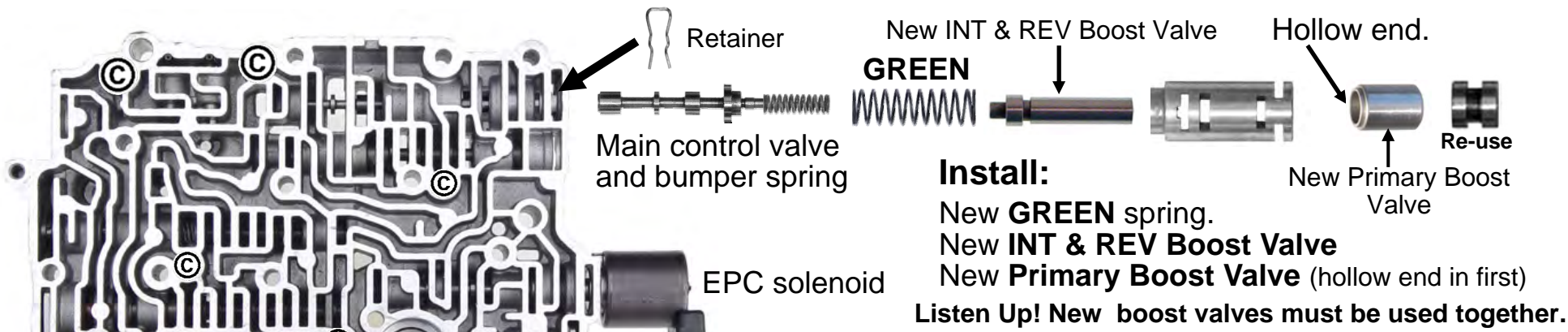
With 70,000 or more miles on this trans, it will need some hard parts, **So don't quote it cheap.**



3rd Medium Spacer .530" 2nd

Piston Pin Bores or outside worn? Ask your Distr **4T65-ACM**





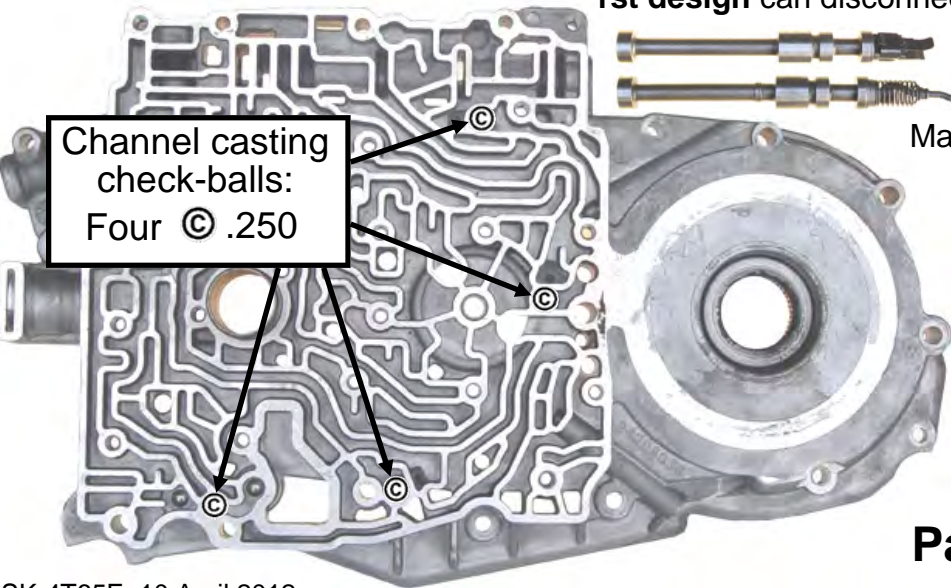
Six VB check-balls:
 Four © .250
 Two © .375

EPC solenoid: Replace it!

This solenoid fails with no metal contamination, even on a perfectly clean low mileage transmission.

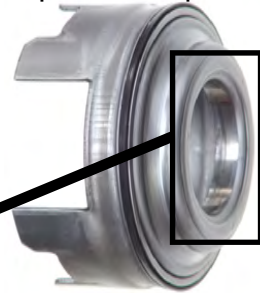


Consider upgrading manual valve.
1st design can disconnect from link.



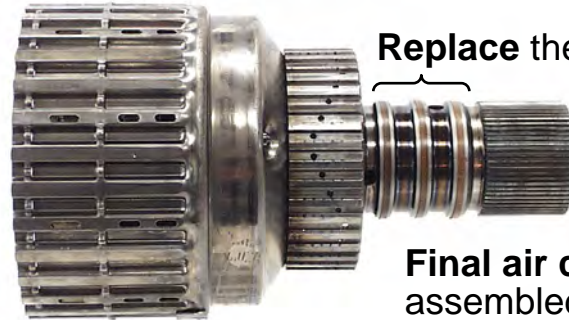


Input clutch piston



Won't move, neutrals at stop may be worse hot or cold:

Input piston worn. **Replace it.**
The three input drum solid teflon rings shrink, **always** replace them.



Replace these rings.

Input drum

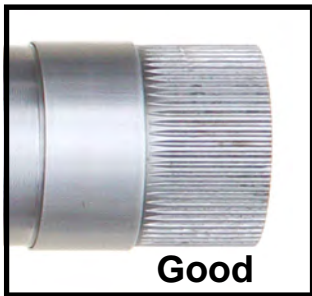
Final air check: The drum is assembled correctly when air checking each clutch, the other clutch will still have clearance.

Listen up: This bearing has a high failure rate. Use care when removing old bearing so not to damage support.

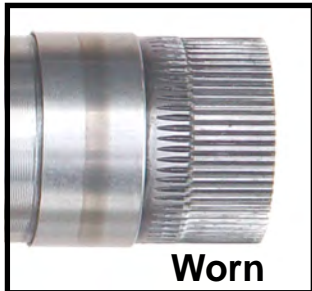


Look at splines.

4th clutch hub



Good



Worn

4th Gear complaints:

Funny looking splines are no laughing matter. They will **strip** so don't ignore them. It's no 4th.

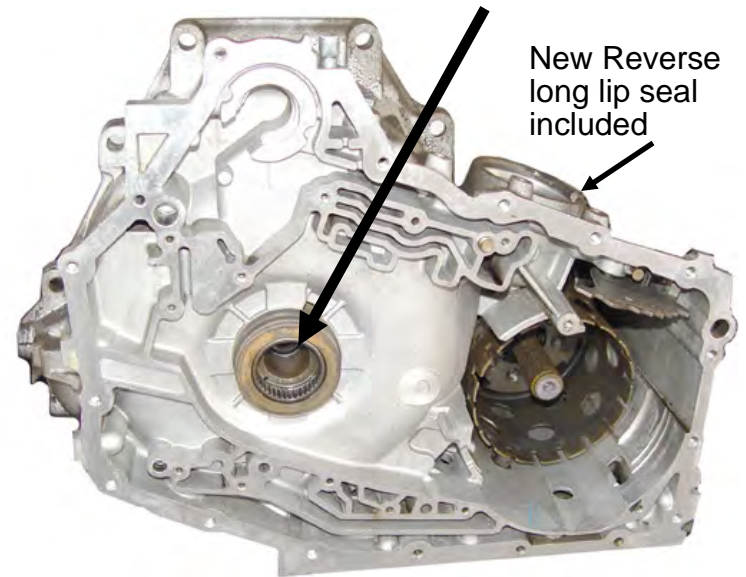
Road Test

If light throttle shifts, especially to 4th, are too firm, disconnect the battery for an hour to reset shift adaptive strategy.

If shifts are still too firm drive the car with normal traffic throttle for 50 to 100 shifts: Or let the customer drive it while it adapts to softer shifts.

When splines were stripped (no 4th) or had sticking EPC (long/soft shifts) the ECM may have adapted to a higher pressure strategy in an attempt to complete or shorten the shift.

This condition may need to be cleared from ECM's memory.



New Reverse long lip seal included

"If you enjoy fixing 4T60E's you're going to love this trans and the customer will know it's fixed."



Thanks for listening,
Gil Younger

4T60E & 4T65E NoYoYo[®] 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.

