

SK[®] N4AEL[™] Shift Kit[®]



Fits: MAZDA 929 & RX7: 1988-90

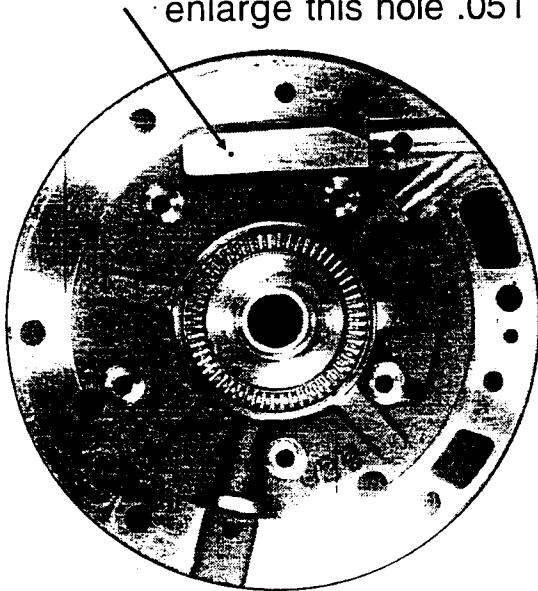
Prevents/Reduces:

1-2 Slide --- Spinup 2-3 --- 3-2 Cutloose
Mushy 4th --- Soft lockup --- Soft shifts

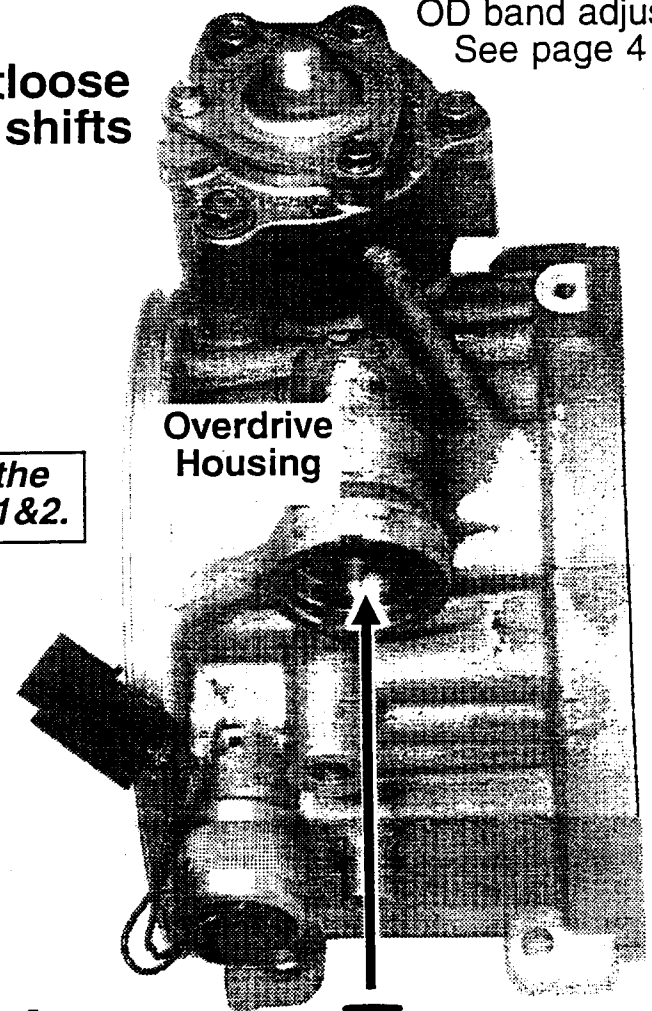
Shifts--You'll Just love

OD band adjust:
See page 4

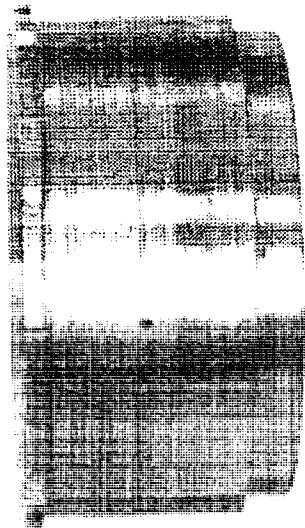
- 1. Pump Cover:** For firmer lockup
enlarge this hole .051 to .055



If trans is in the vehicle skip 1&2.



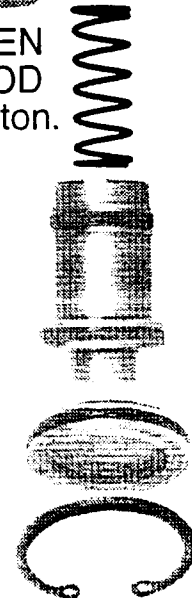
Overdrive
Housing



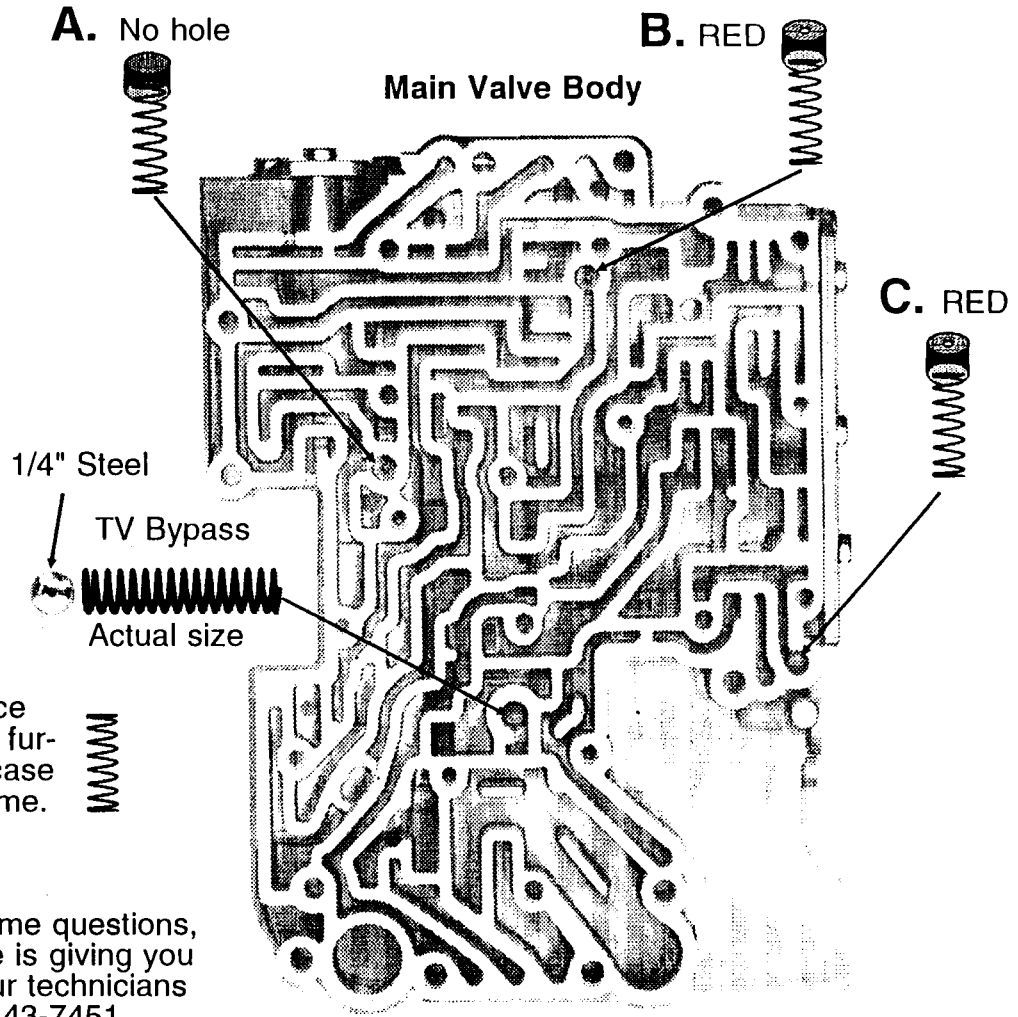
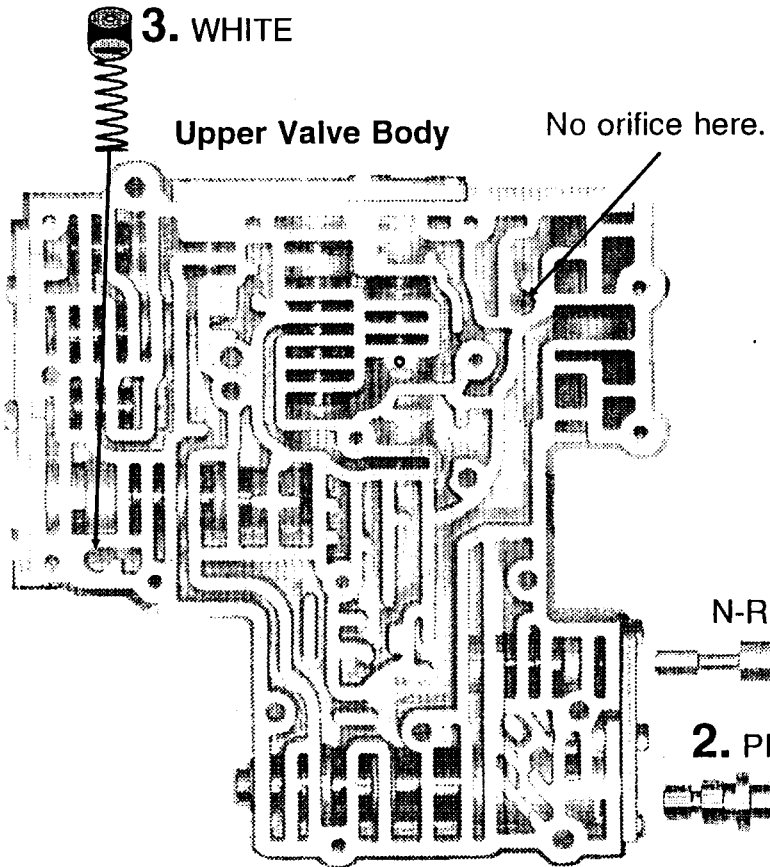
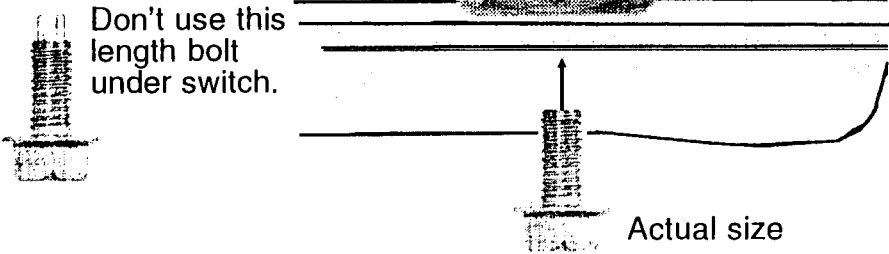
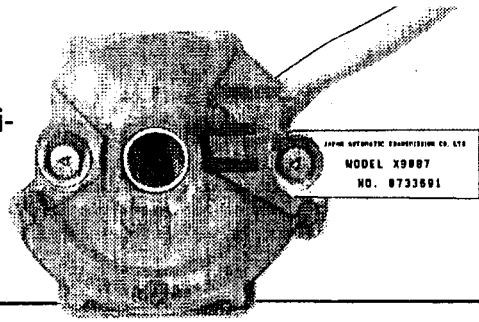
- 2. Direct Drum**
Sand drum around and around, by hand, with 60-180 grit emery. This will assure a cool break-in with a new band and will deglaze an old one.

- 3. Band Adjustment**
Tighten band with short wrench. Loosen just enough to rotate the drum by hand. Then loosen 1/4 turn more and tighten the lock nut.

- 4. Install GREEN**
spring into the OD accumulator piston.

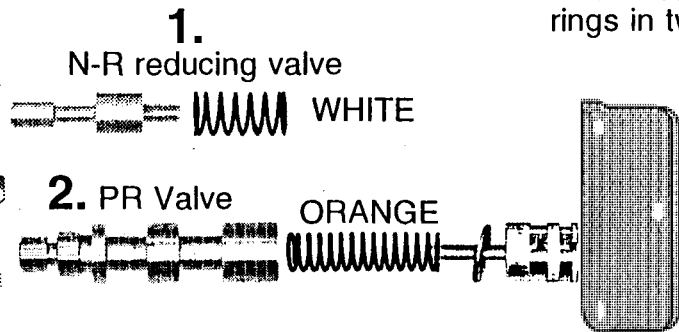


WARNING: The pan bolt that installs under the inhibitor switch is .7 long. A longer bolt will damage the inhibitor switch.



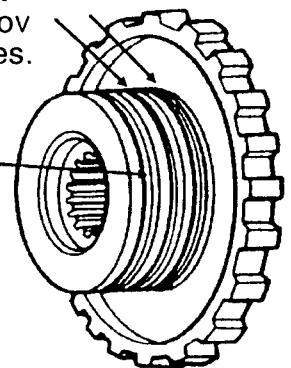
Some orifice springs are furnished, in case you lost some.

If you have some questions, or a tough one is giving you trouble give our technicians a call. (626) 443-7451



To prevent delayed engagement when hot, install A4LD rubber gov rings in two oil distributor grooves.

Do not install a ring in the front groove.



4 color orifices and springs.

H. WHITE

I. GREEN

J. GREEN

Valve Body Bottom

● Remove solenoid:
Clean screen.

Wire colors
are shown.

Install bolt threads first.

Clean
Screens

2nd-Green

4th-Black

3rd-White

3/2-Blue

A. 2nd Accm:
Use new seals.

Actual
Size

B. RED

2nd Accm

3/2 valve

C. WHITE

Mod limit

D. BLUE

3rd Accm

Reuse Spring

Reuse
spring

1-2 Reducing
Valve

F.
ORANGE

G. N-D Accm:
Use new seals

K. RED

Smallest
seal

Biggest
seal

Actual
Size

Actual
Size

E. 3rd Accm:
Use new seals

Don't forget
to install the
RED orifice.

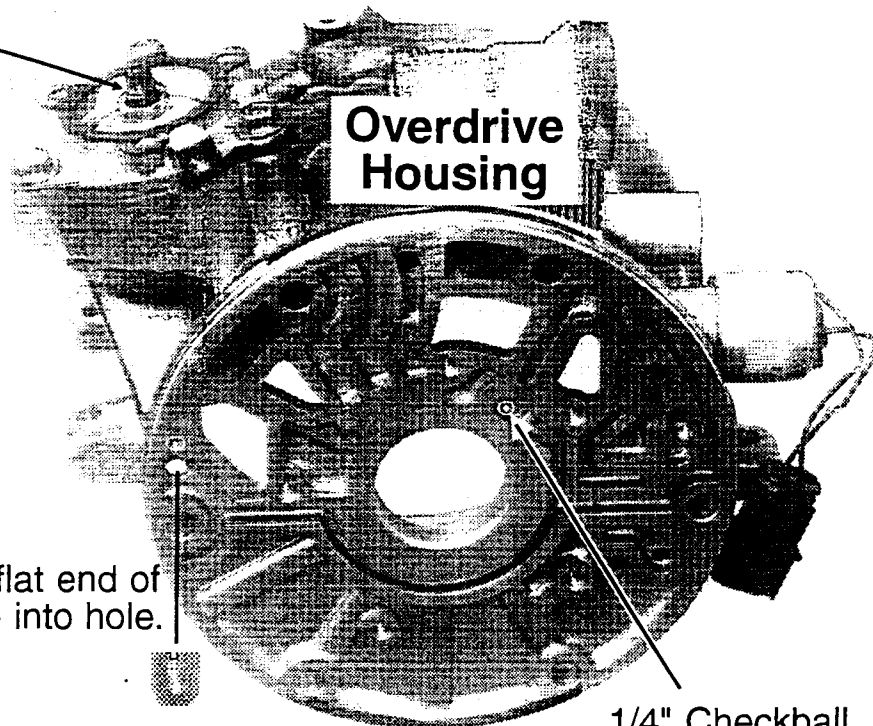
Actual
Size

Actual
Size

KN4AEL\SOLS

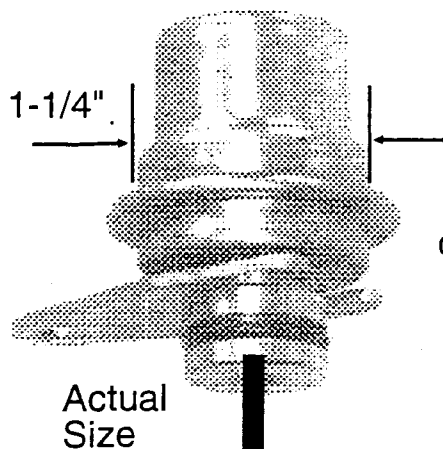
Repair Information

Overdrive Band Adjustment:
Tighten just snug with a short wrench. Back off 1-3/4 turns. Tighten locknut.



Modulator

1-1/4" diam just above crimp.
Tension 5-12oz to 6 -2oz.



Install flat end of capsule into hole.

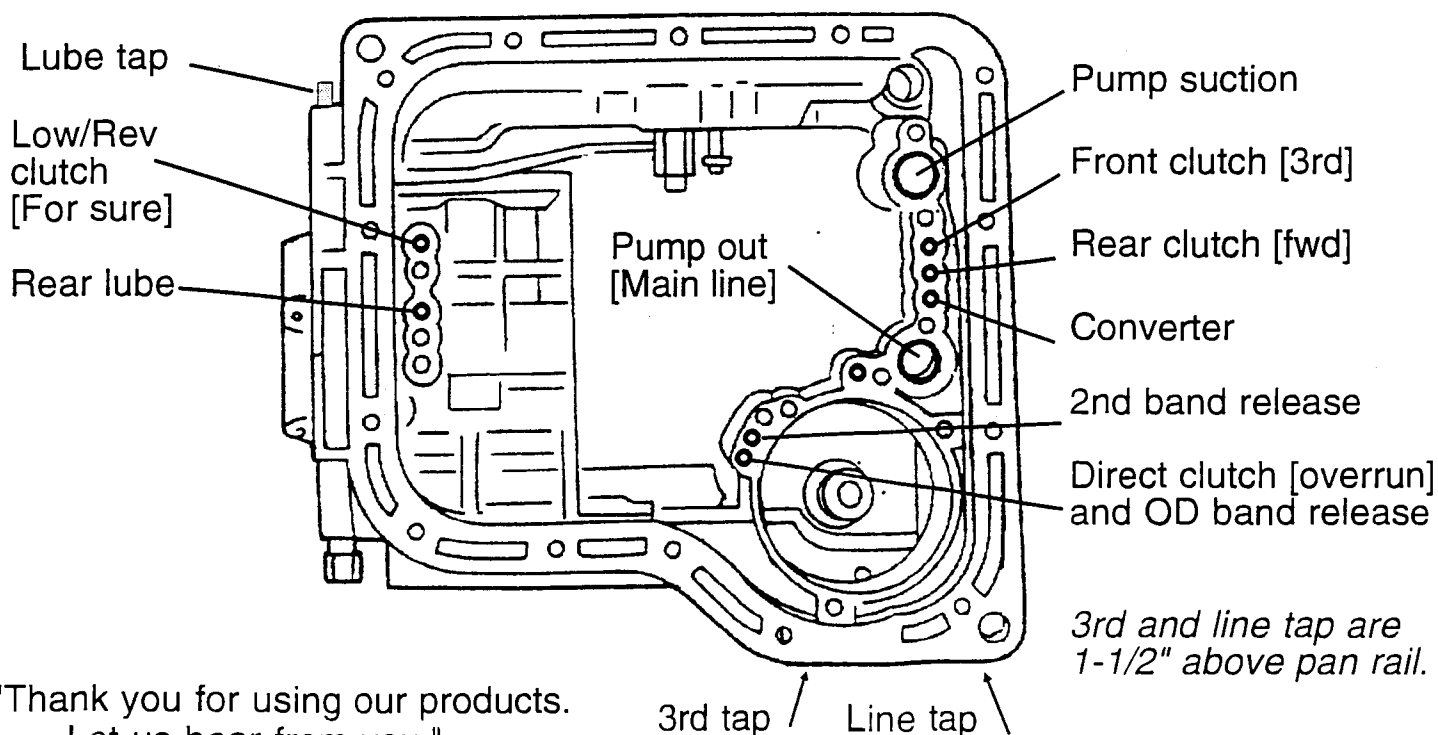
1/4" Checkball

Vacuum:

Trapped or restricted vacuum can cause loose shifts, band and clutch failure. Before Road Test: With engine idling pull hose off at the modulator. Engine must speed up or idle rough. If engine does not have instant change with hose off, follow hose/tube and drill out any carbon or restriction with .063 to .076 drill. Make sure modulator hose/tube does not connect to same hose/tube as the power brake.

Pin: Diam 3mm [1/8"].
Length: 1-3/16" to 1-1/4"

AIR CHECK & PRESSURE LOCATIONS



"Thank you for using our products.
Let us hear from you."