



# HOLD IT! Identify the valve body first!

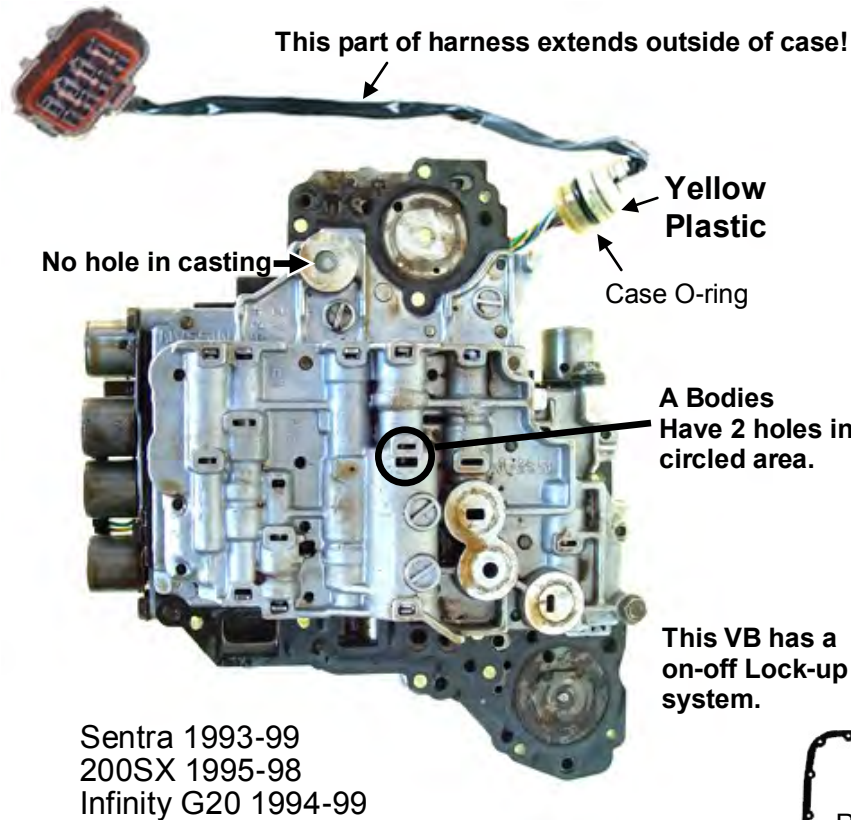
For RE4FO4 (Large Case) VB's See other side.

**RE4FO3 A** models: The internal solenoid wires extend outside of the case as shown below.

Use **SK® RE4FO3A**

For Hot Rods Only:

Use **RE4FO3A HD-2 Reprogramming Kit®**

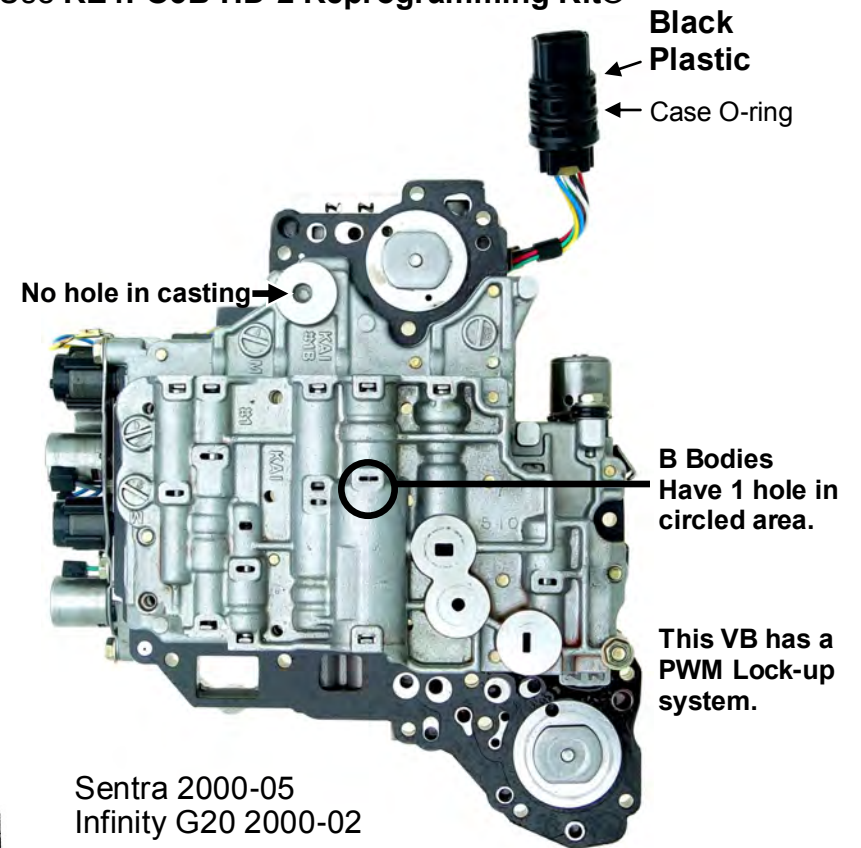


**RE4FO3 B** models: The internal solenoid wiring harness **DOES NOT** extend outside of the case!

Use **SK® RE4FO3B**

For Hot Rods Only:

Use **RE4FO3B HD-2 Reprogramming Kit®**



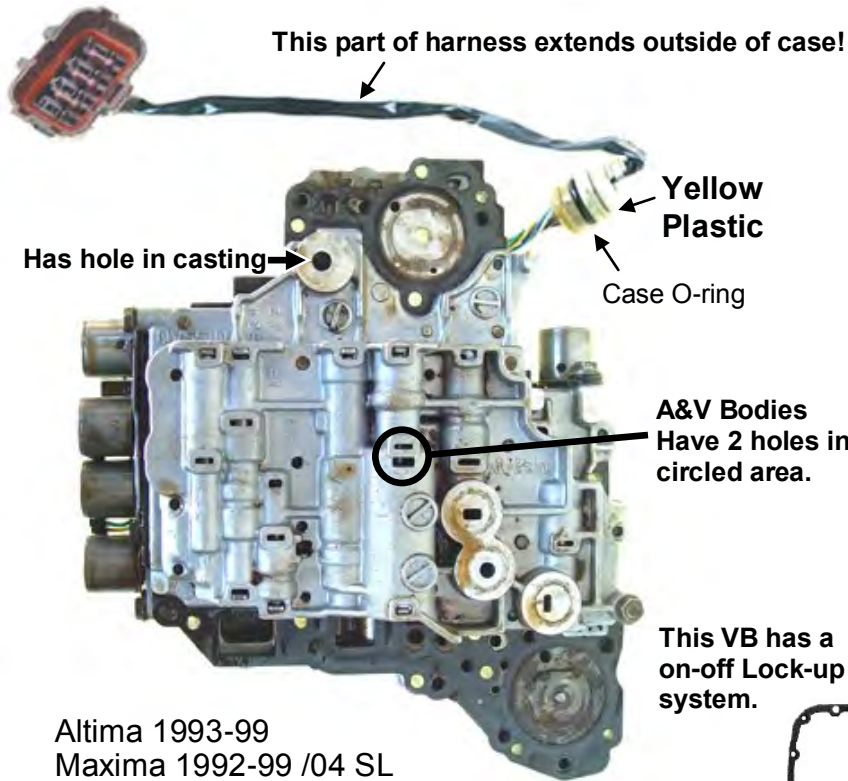
Over



# HOLD IT! Identify the valve body first!

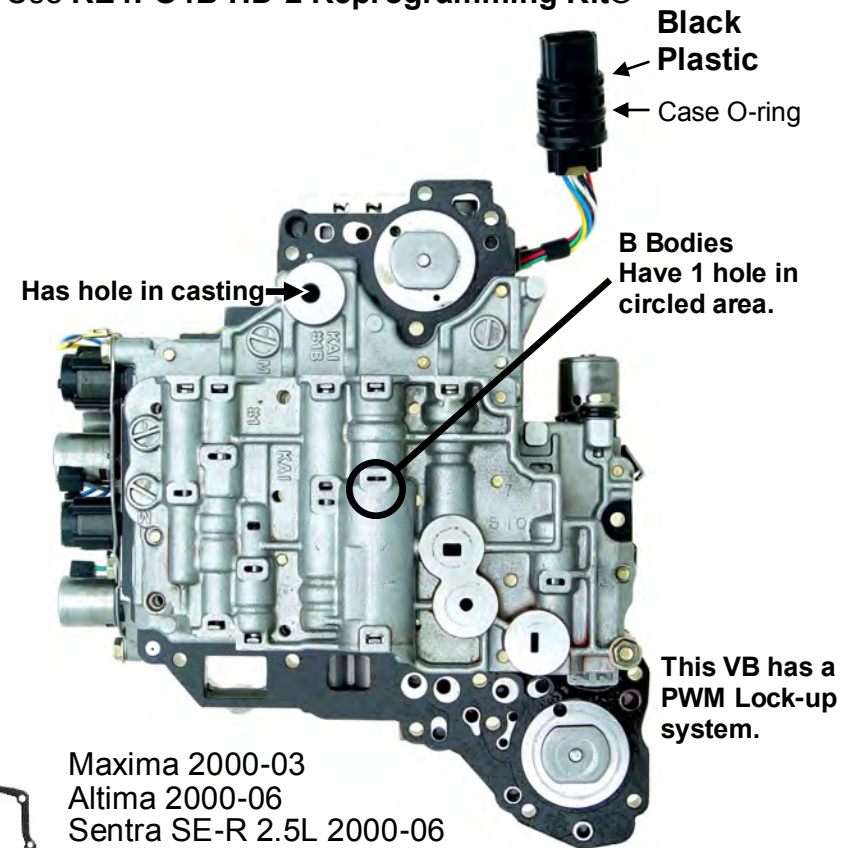
For RE4FO3 (Small Case) VB's See other side.

**RE4FO4 A&V** models: The internal solenoid wires extend outside of the case as shown below.  
 Use **SK® RE4FO4A**  
 For Hot Rods Only:  
 Use **RE4FO4A HD-2 Reprogramming Kit®**

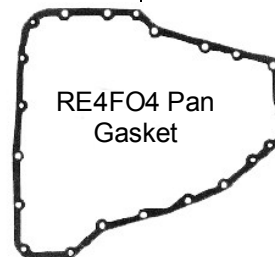


Altima 1993-99  
 Maxima 1992-99 /04 SL  
 Quest 1993-02 /04 S&SL /05-06 S  
 Infinity i30 1995-99  
 Mercury Villager 1993-02

**RE4FO4 B** models: The internal solenoid wiring harness **DOES NOT** extend outside of the case!  
 Use **SK® RE4FO4B**  
 For Hot Rods Only:  
 Use **RE4FO4B HD-2 Reprogramming Kit®**



Maxima 2000-03  
 Altima 2000-06  
 Sentra SE-R 2.5L 2000-06  
 Infinity i30 2000-01  
 Infinity i35 2002



Over



# RE4F03A Shift Kit<sup>®</sup>

Front Drive Nissan--*Without* TV Cable  
Sentra GXE 93-99 200SX 95-98 G20 Infinity 94-99



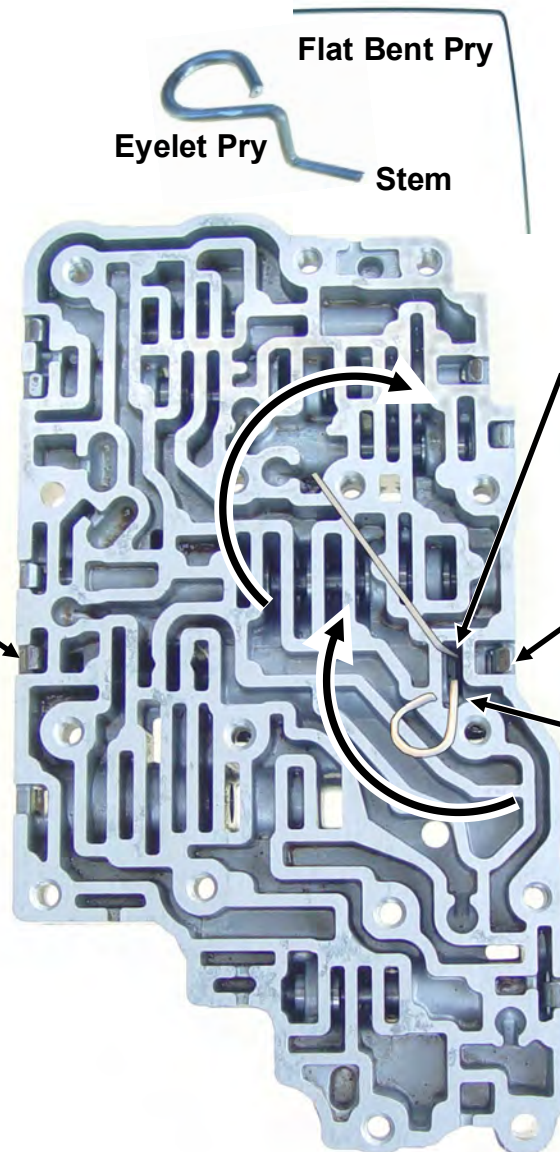
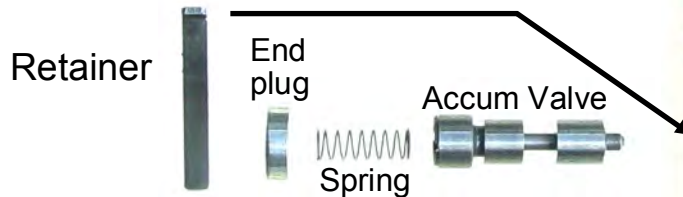
You never felt a Nissan shift  
this good, Hot or COLD.

## This Kit is about:

Rough 2nd cold. No 3rd after a 3-2  
or 4-2 kickdown. Direct clutch (3rd)  
inner seal **leaks**, wears or opens  
up, etc.

Corrects Hard and Soft 1-2. Long 2  
-3 at heavy throttle. **Firmer 4th  
and lockup.**

Use a skinny punch from other side of  
VB to *push* accum valve out of bore.



**LISTEN UP:** If trans is out  
of vehicle do page 7 first.

**Step 1.** Remove Retainers. With  
sand paper smooth the small burr  
where the retainer was against bore.

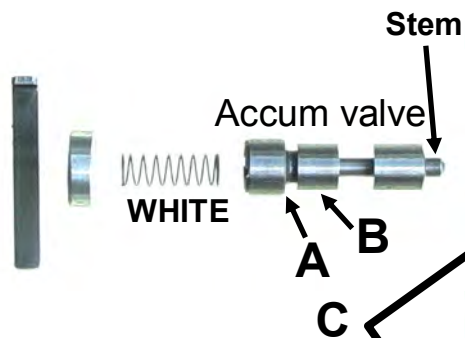
**Step 2.** Insert **Flat Bent Pry**  
between the end plug & accum  
piston. Push piston inward *away*  
from the end plug far enough to  
insert the stem end of eyelet pry.

**Step 3.** With **Eyelet Pry** *push* the  
end plug **GENTLY** in various spots to  
remove it. Then remove 2nd accum  
piston, spring & washer on **Page 2**.  
Then *push* accum valve and end plug  
from this side of VB with a thin punch.

# Upper Valve Body

You'll love the 1- 2 shift.  
Short--Smooth--No bangs

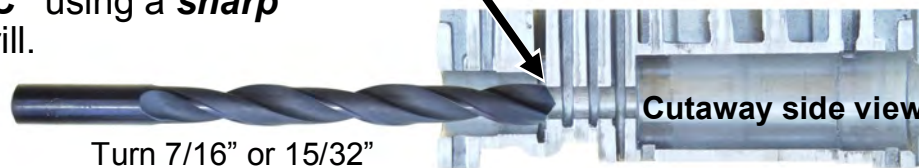
**Step 1.** Remove the accum valve. Chamfer partition as shown at bottom of page. Clean the bore. Reinstall valve. Install the **WHITE** spring, end plug and retainer.



**Here's Why:** Edge **A** on the valve hits partition at **C**. This deforms the bore which sticks the valve at land **B**.

## Here's how to fix it:

By **HAND**, make a slight chamfer in valve bore at "**C**" using a **sharp** 7/16" or 15/32" drill.



Upper Valve body

## © Checkballs:

Five Steel .214 to .218  
Don't use plastic balls.

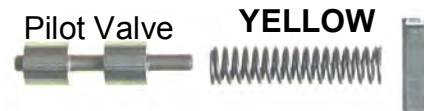
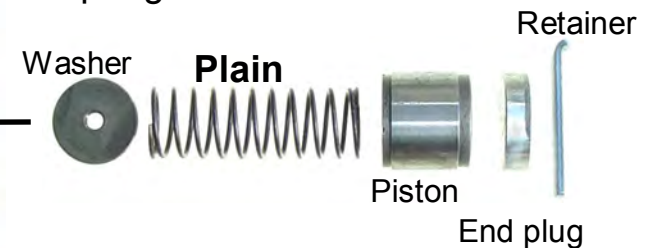
Use some **Vaseline** to keep the checkballs in place **NOT** grease.



## Hello Mechanic:

Install accumulator valve first. Then install the flat washer on the **stem** of accum valve, then the remaining parts as shown.

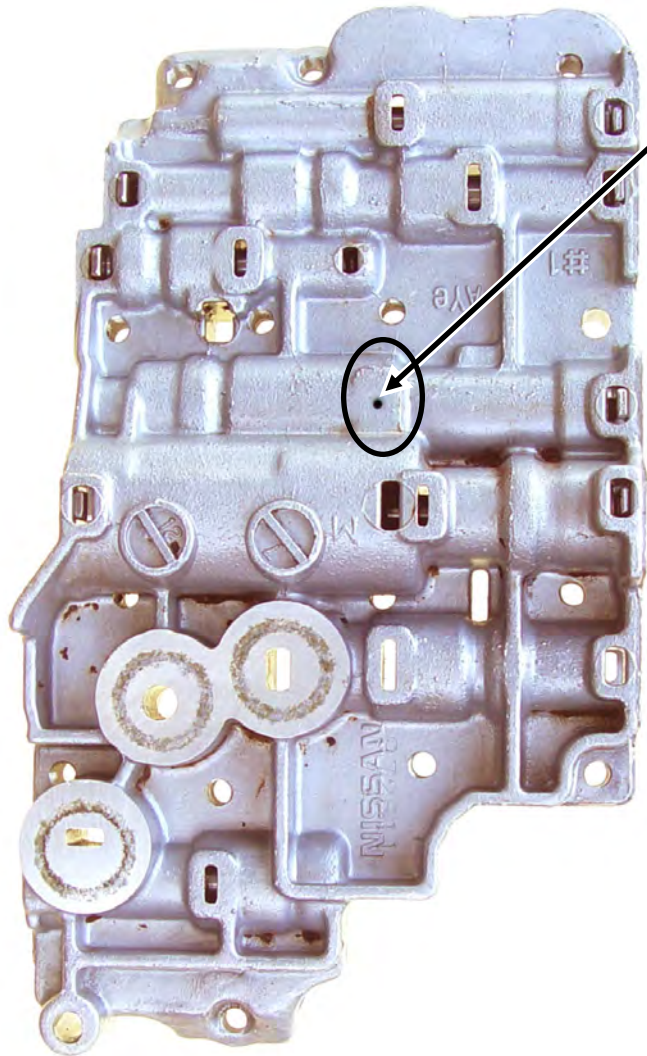
**Step 2.** 2nd Accum Piston. Install washer and the **PLAIN** spring furnished.



**Step 3.** Pilot valve. Install **YELLOW** spring.

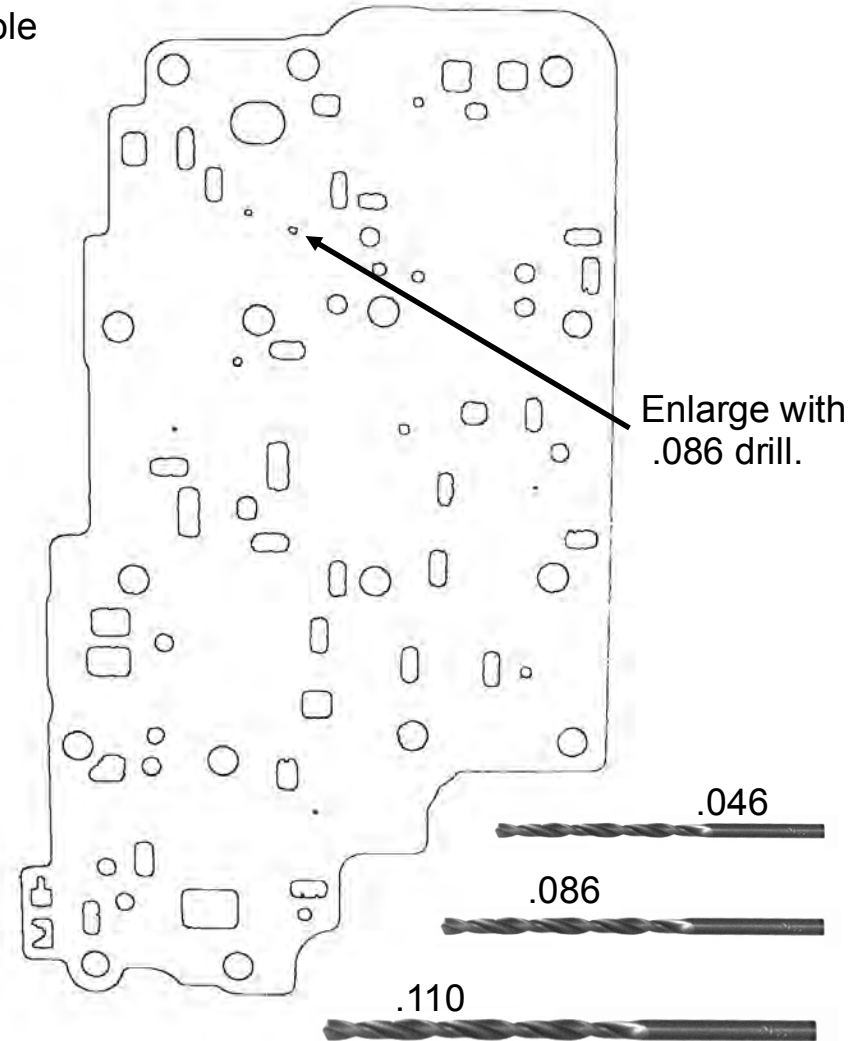


## Upper Valve Body



Enlarge this hole with .110 drill.

## Upper Separator Plate



Enlarge with .086 drill.



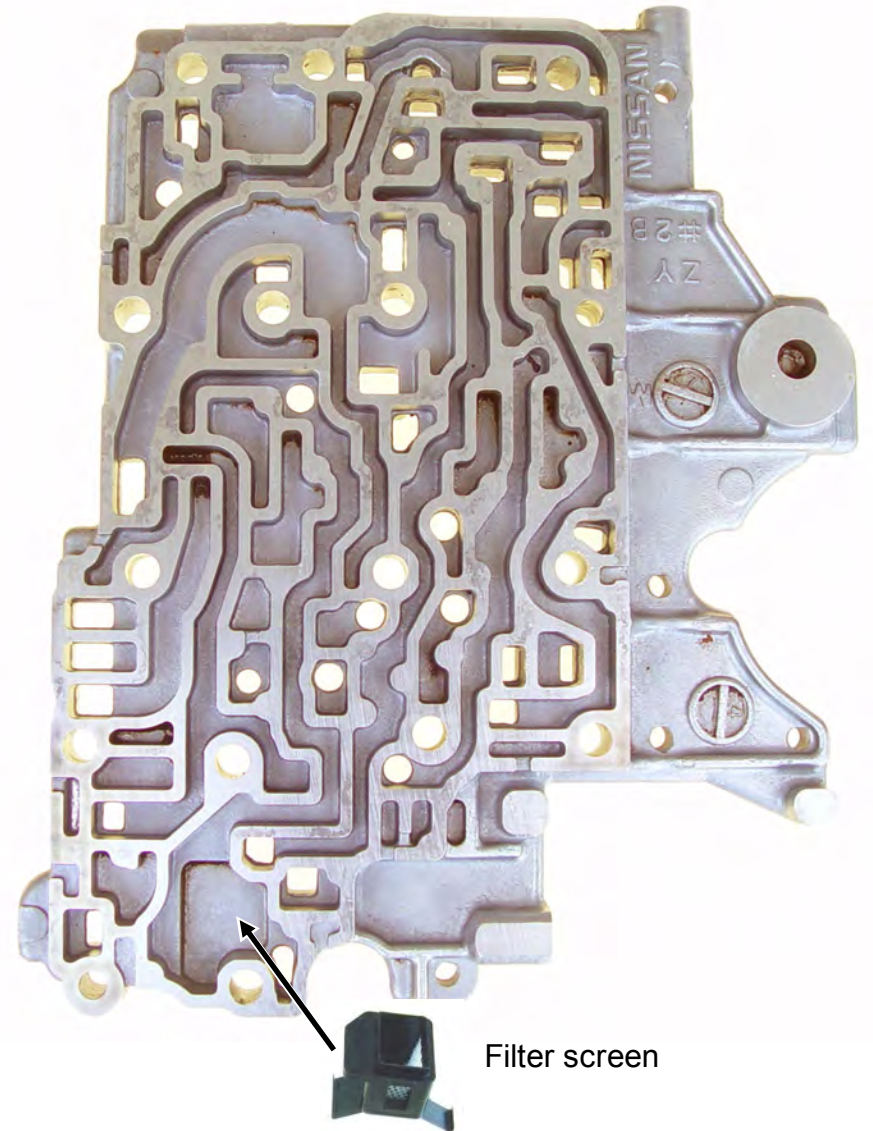
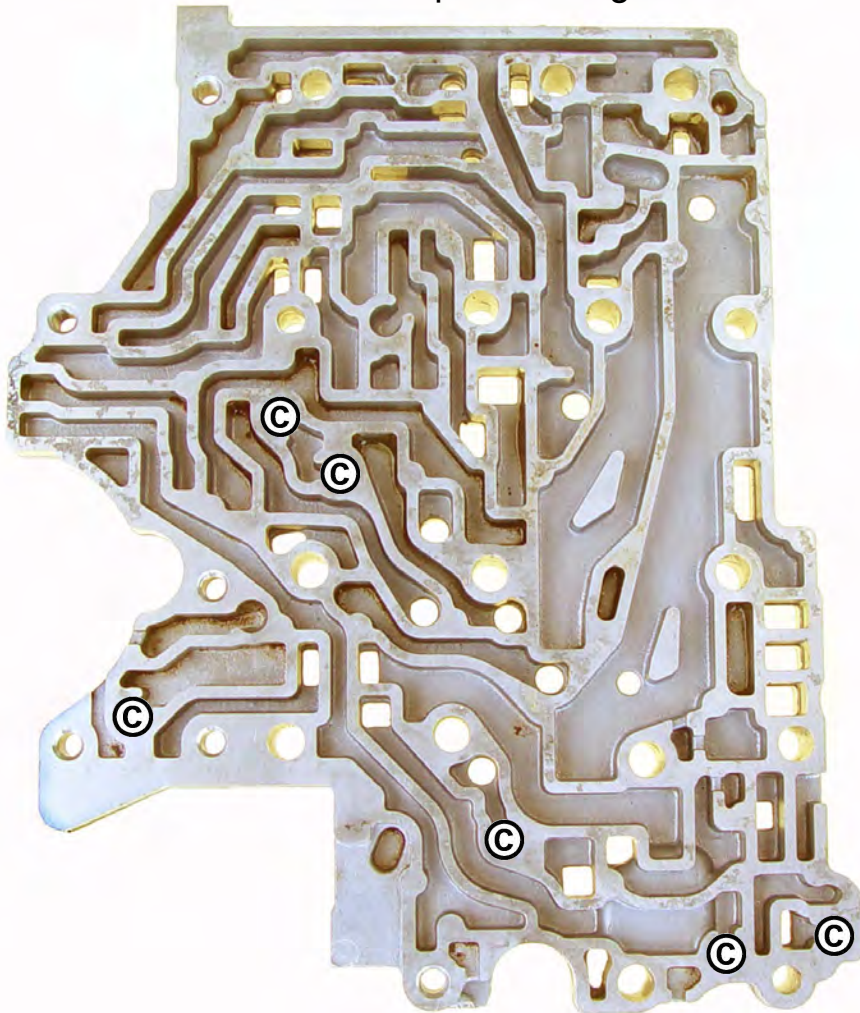


# Channel Casting

## Checkballs:

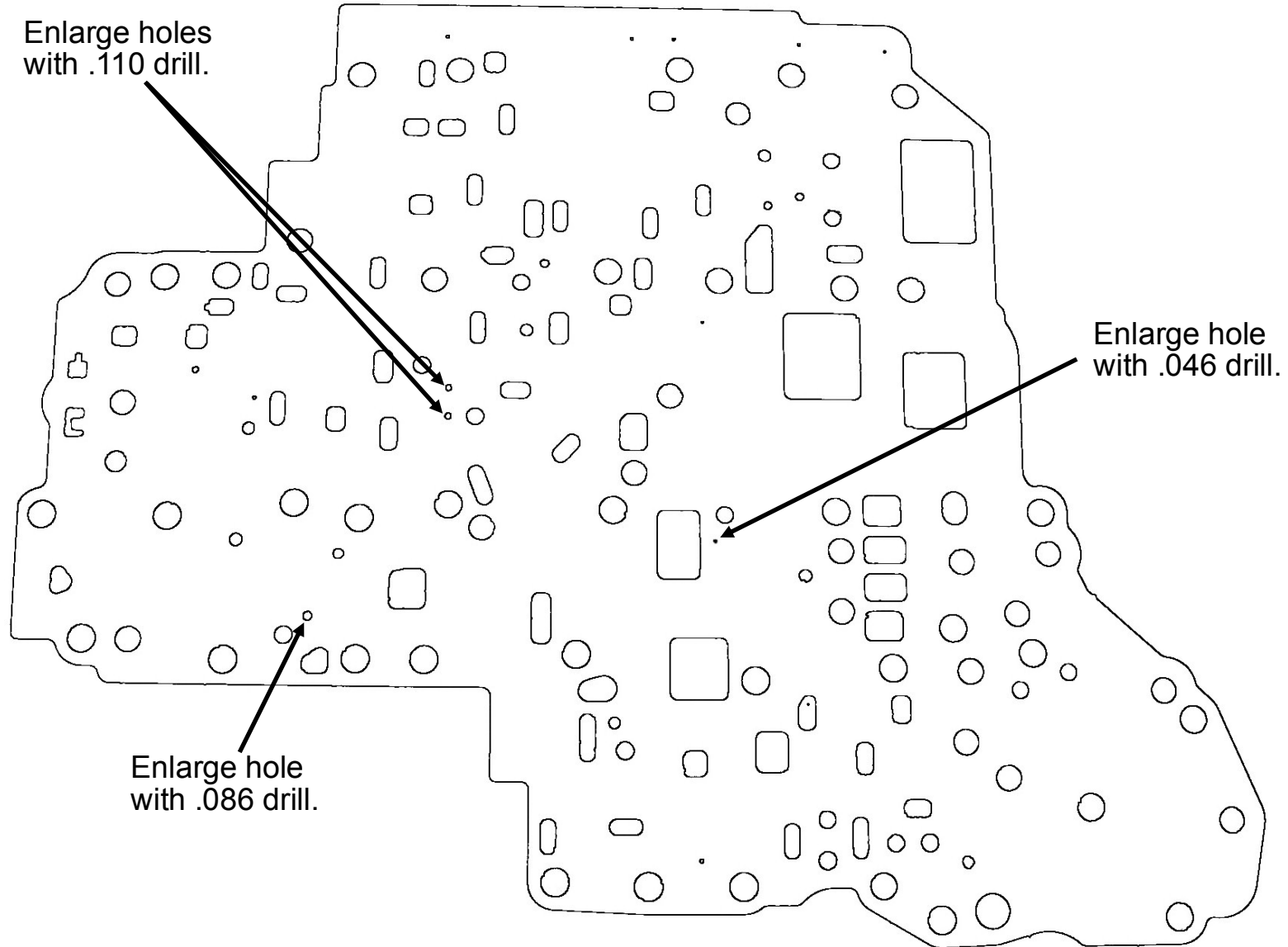
- © Six steel .214 to .218  
Don't use plastic balls.

Use some **Vaseline** to keep the checkballs in place **NOT** grease.





# Main Separator Plate



# Main Valve Body

**4.** Install  **Springs & Gold Steel Balls** furnished.

Gold Steel balls  
.265 diam  
**ORANGE**



**3.** Enlarge the limit drain holes with a 1/4" drill.

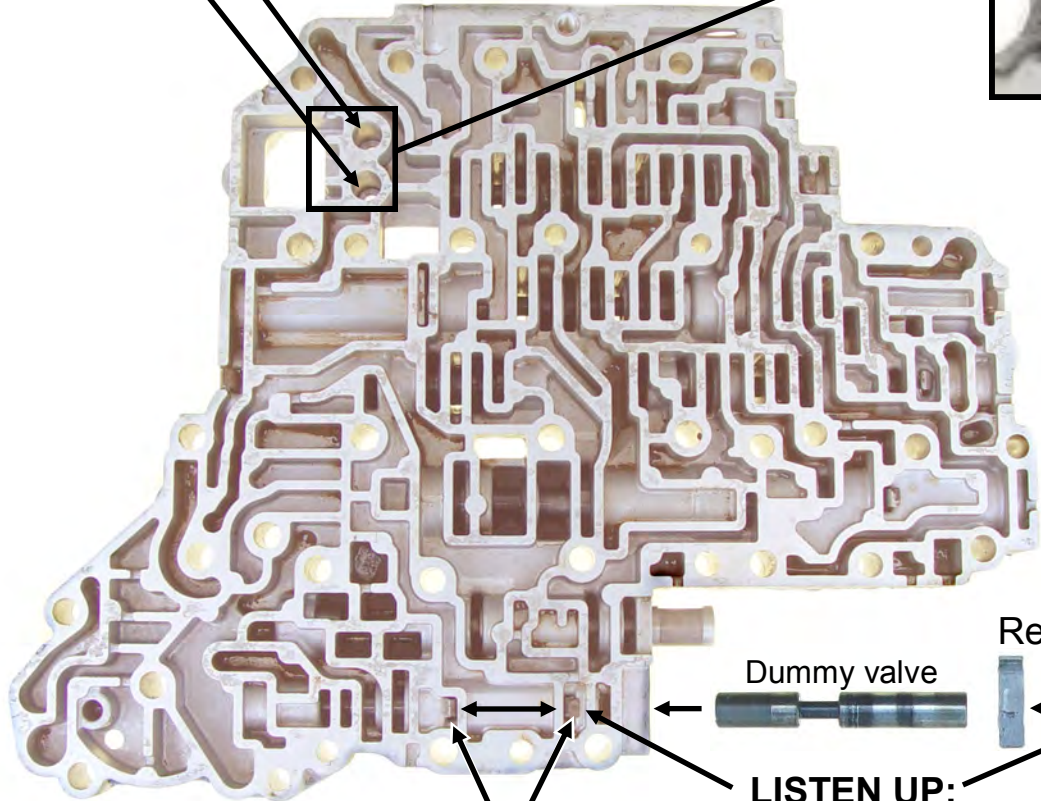
**2.** Install  **Green** pressure regulator spring furnished.



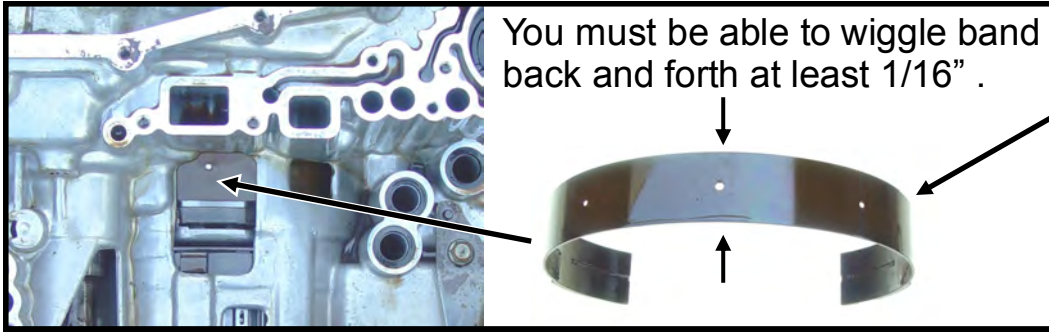
**1.** Install  **ORANGE** spring.

**ORANGE**  
End plug

Dummy valve  
Retainers  
**LISTEN UP:**  
Install the retainers in correct locations in VB.

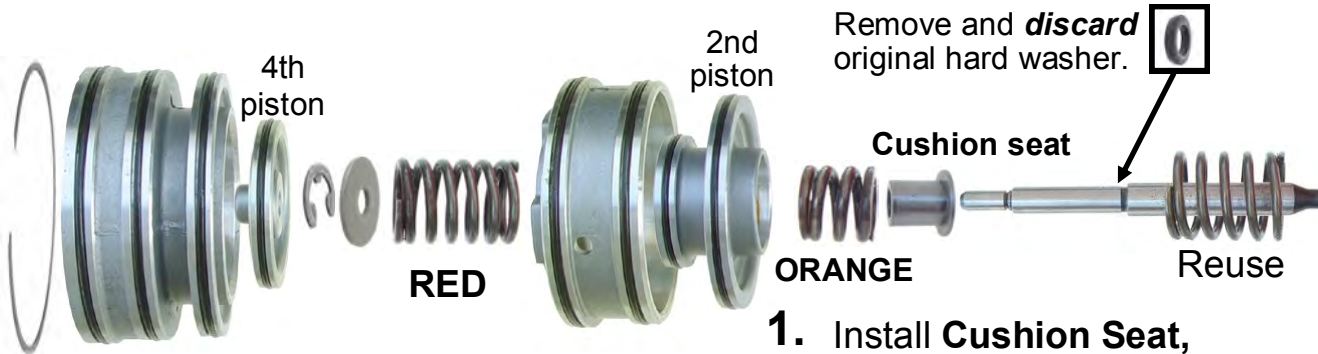




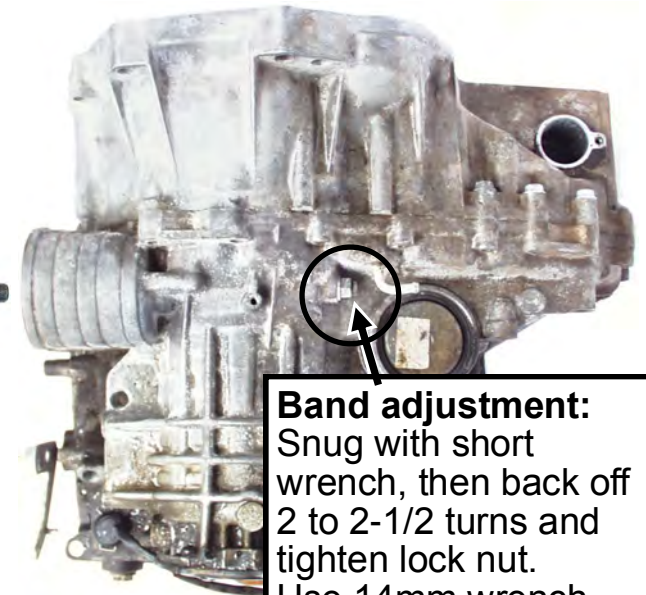


**Check Band Adjustment:**

Install 2nd piston with new cushion seat and spring. If band will wiggle on drum 1/16" by hand, you can skip the band adjustment shown below.



1. Install **Cushion Seat, ORANGE and RED** springs furnished.

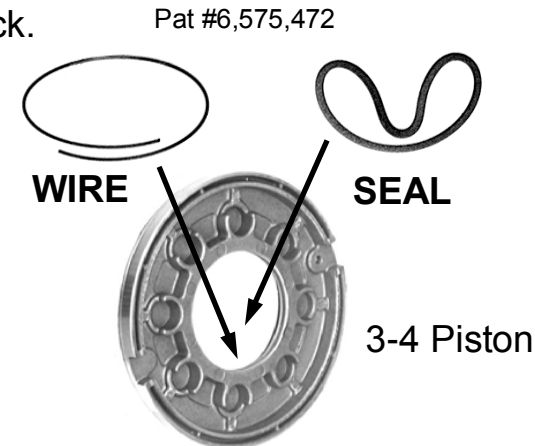
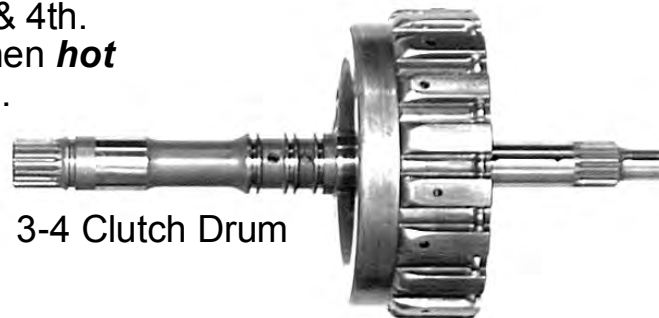


**Band adjustment:** Snug with short wrench, then back off 2 to 2-1/2 turns and tighten lock nut. Use 14mm wrench and T30 TORX bit.

**Do step 2 if trans is out of vehicle.**

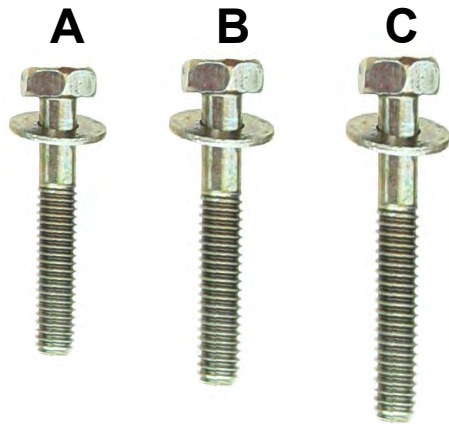
Poor design 3-4 clutch inner piston seal causes trans to lose 3rd & 4th. Usually worse when **hot** or after Kickdown.

2. Insert overlap part of the **Wire** into groove at 6 O'clock. Then shape **Seal** as shown and install into the groove.

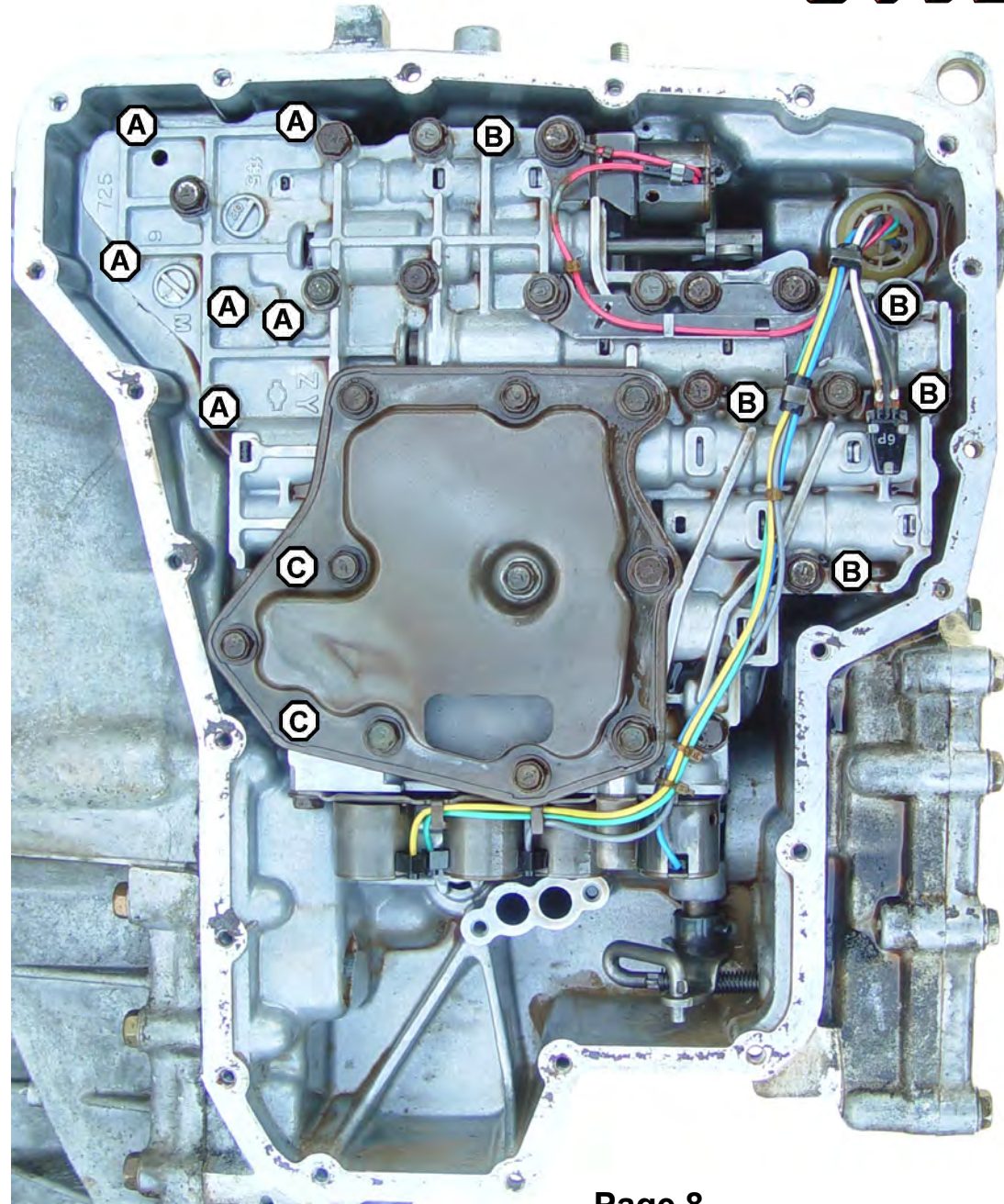


# VB to Case Bolts

- "A" Six bolts 1.455"
- "B" Five bolts 1.725"
- "C" Two bolts 1.885"



Tighten VB bolts to 95 IN. LB.  
 Pan bolts to 65-80 IN. LB.  
 Drain plug to 25 FT. LB.



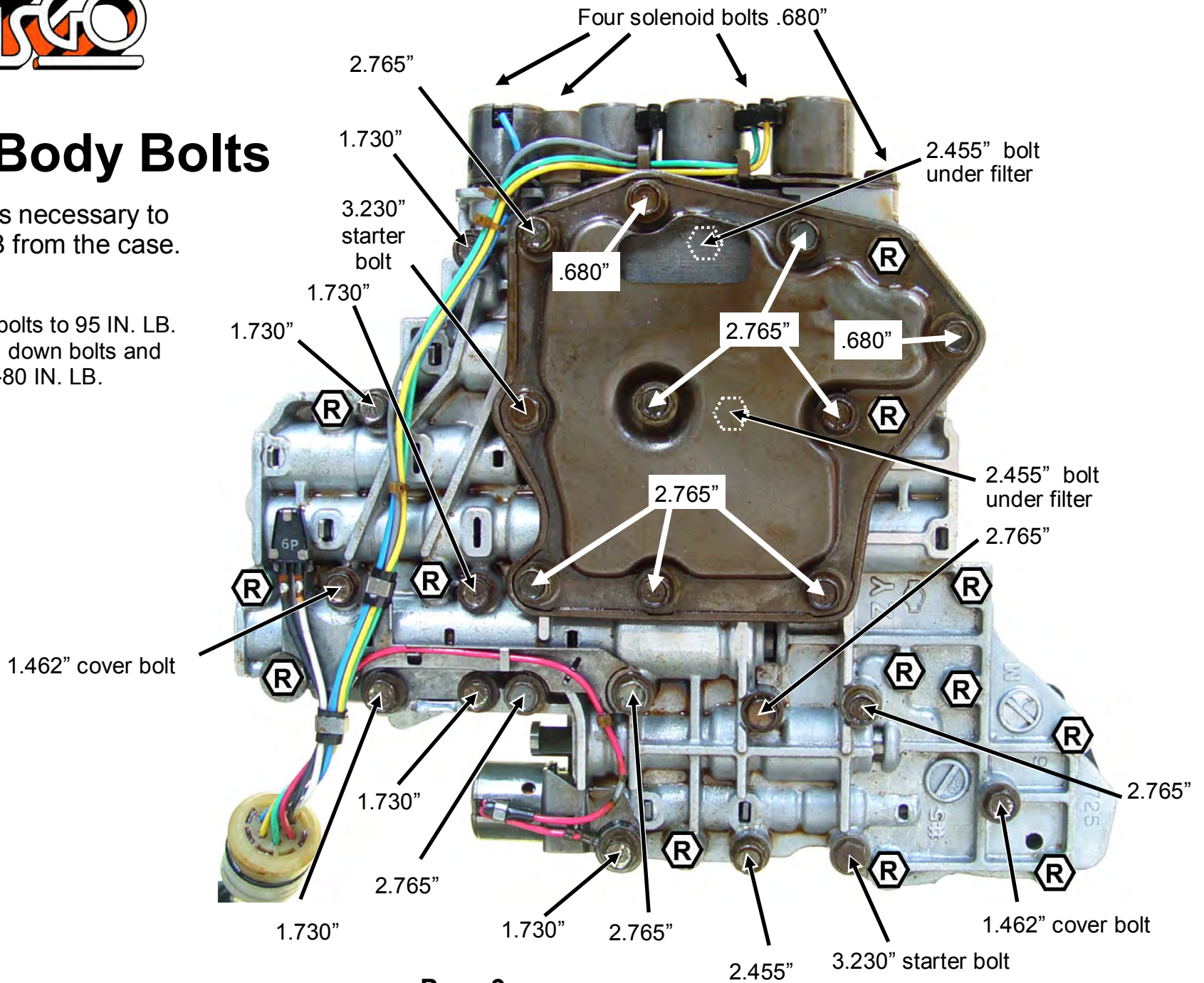




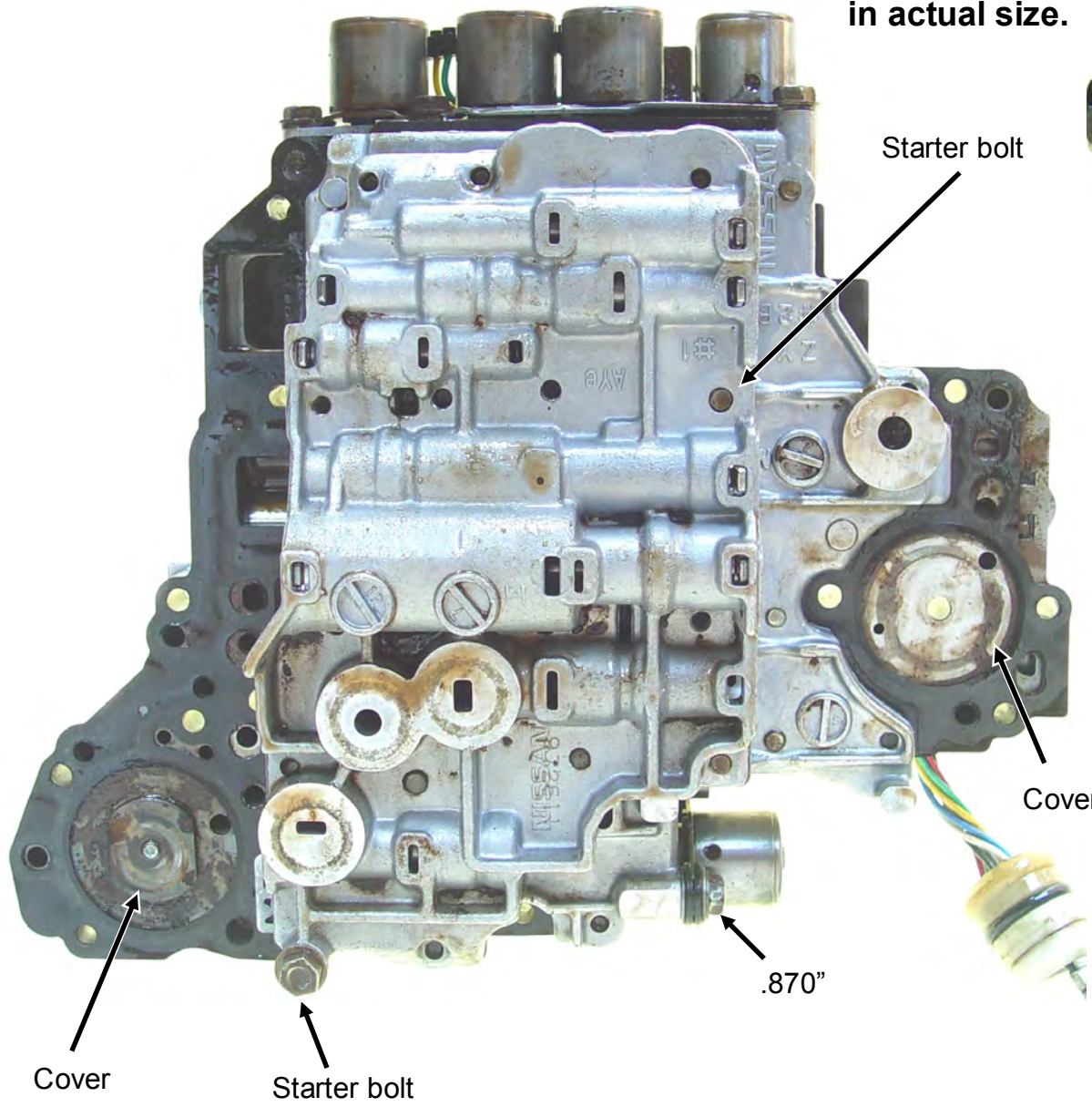
# Valve Body Bolts

**R** 13 bolts necessary to remove VB from the case.

Tighten VB bolts to 95 IN. LB.  
Tighten hold down bolts and plates to 70-80 IN. LB.



**Bolts shown  
in actual size.**



3.230" Two



2.765" Eleven



2.455" Three



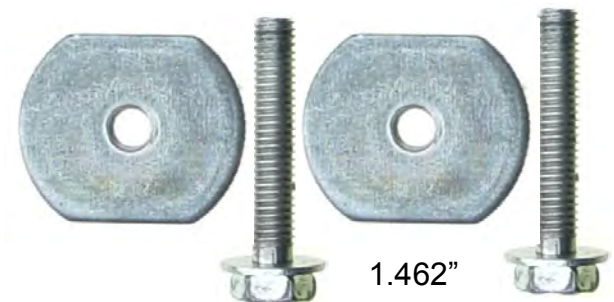
1.730" Six



.870" One



.680" Six



1.462"

Hold down plates and bolts.