

RL4F03A Shift Kit®



Front Drive Nissan- with TV Cable

Sentra 91-99 NX 92-93

200SX 95-98 G20 Infinity 91-93

You never felt a Nissan shift this good, HOT or Cold.

This Kit is about:

Rough 2nd cold. No 3rd after 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. 2-3 cutloose-3-2 cutloose Firmer 4th---Firmer Lockup.

Retainer

End plug

Accum Valve

RL4FO3A

Flat bent pry
Eyelet pry
Stem

LISTEN UP: If trans is out of vehicle do page 5 first.

Step 1: Remove Retainers. With sand paper remove sharp edges where retainer was against bore.

Step 2: Insert flat bent pry between the end plug and accum piston. Push piston inward away from the end plug far enough to insert the stem end of eyelet pry.

End plug

Retainer

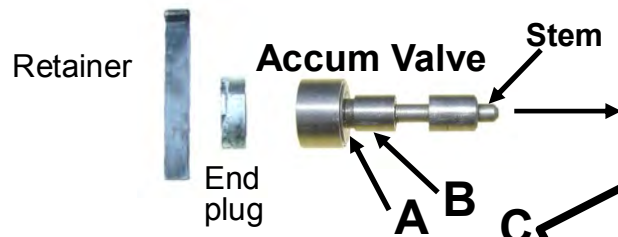
Step 3: With eyelet pry push end plug GENTLY in various places to remove it. Then Remove 2nd accum piston, spring and washer shown on page 2.

Then push accum valve and end plug out from this side of body with a skinny punch.

Upper Valve Body

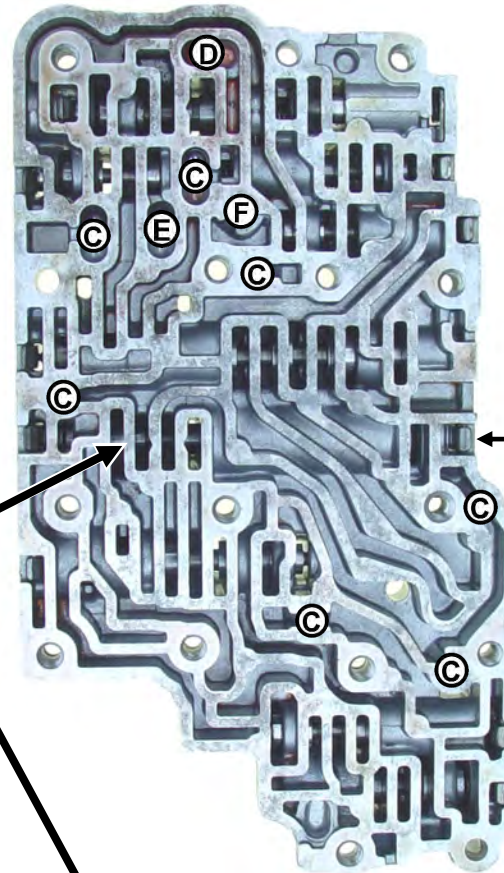
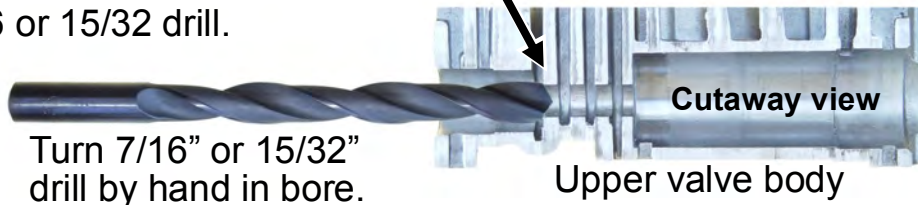
Step 1 Remove the accum valve. Chamfer partition as shown at bottom of page. Clean the bore and **reinstall** the valve, end pug and retainer.

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 small chamfer in the valve bore at "C" with a **sharp** 7/16 or 15/32 drill.

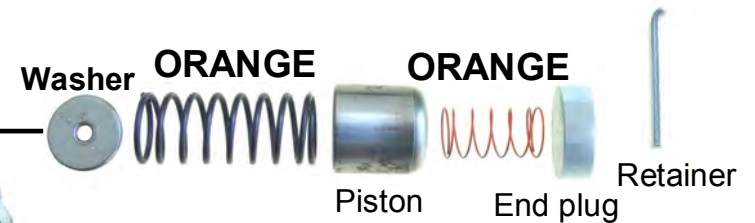


Step 3

Checkballs: Steel .214 to .218

© All models.

ⓓ ⓔ & ⓕ Are model dependent, see the small plate on **Page 2B** to determine the correct positioning. Don't use plastic balls.

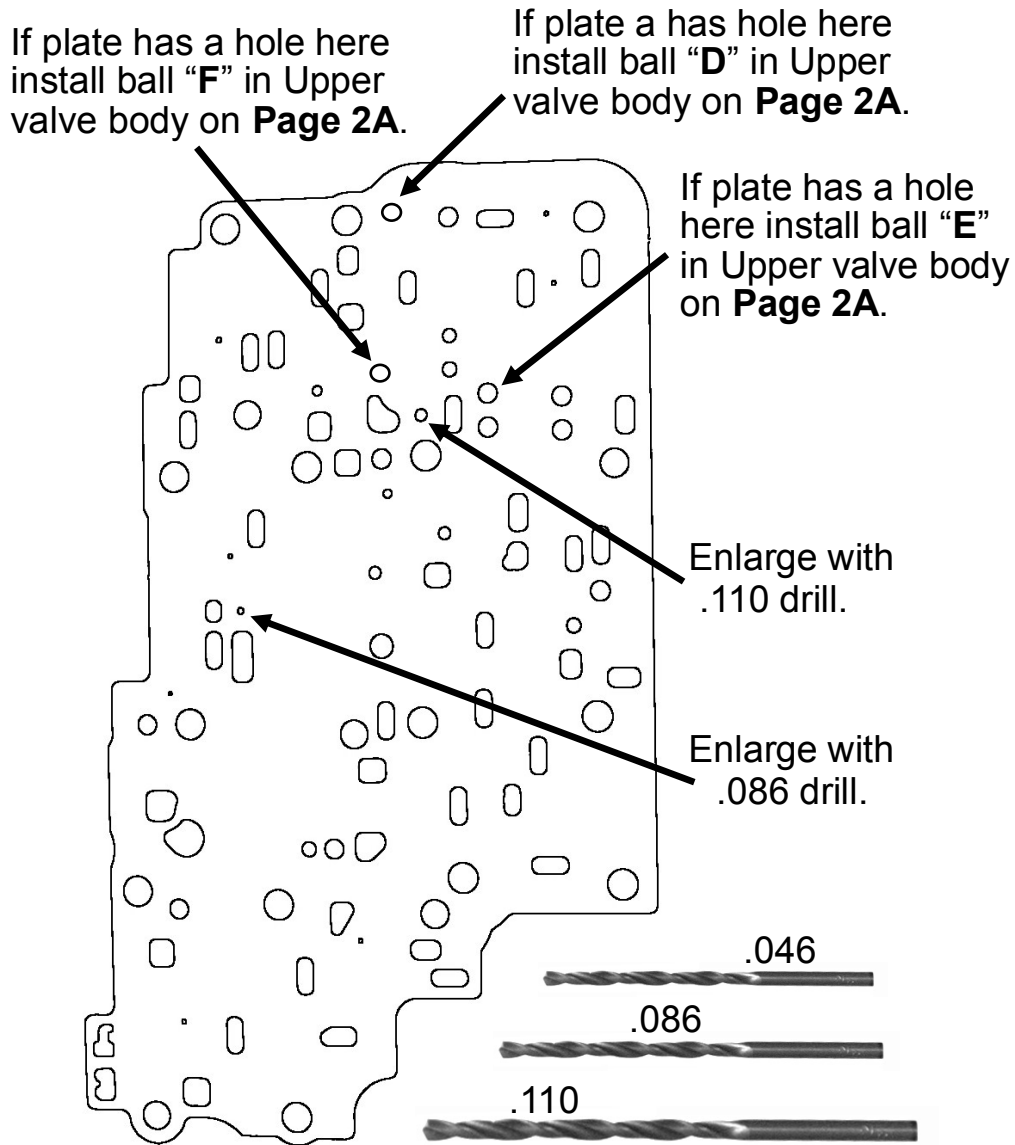


Step 2 Install accum valve first. Then install the flat washer on the stem of accum valve. Then the remaining parts as shown above.

Tap the end plug in just far enough to install the retainer.

**You're going to love the shifts.
Short—Smooth—No bangs**

Upper Separator Plate



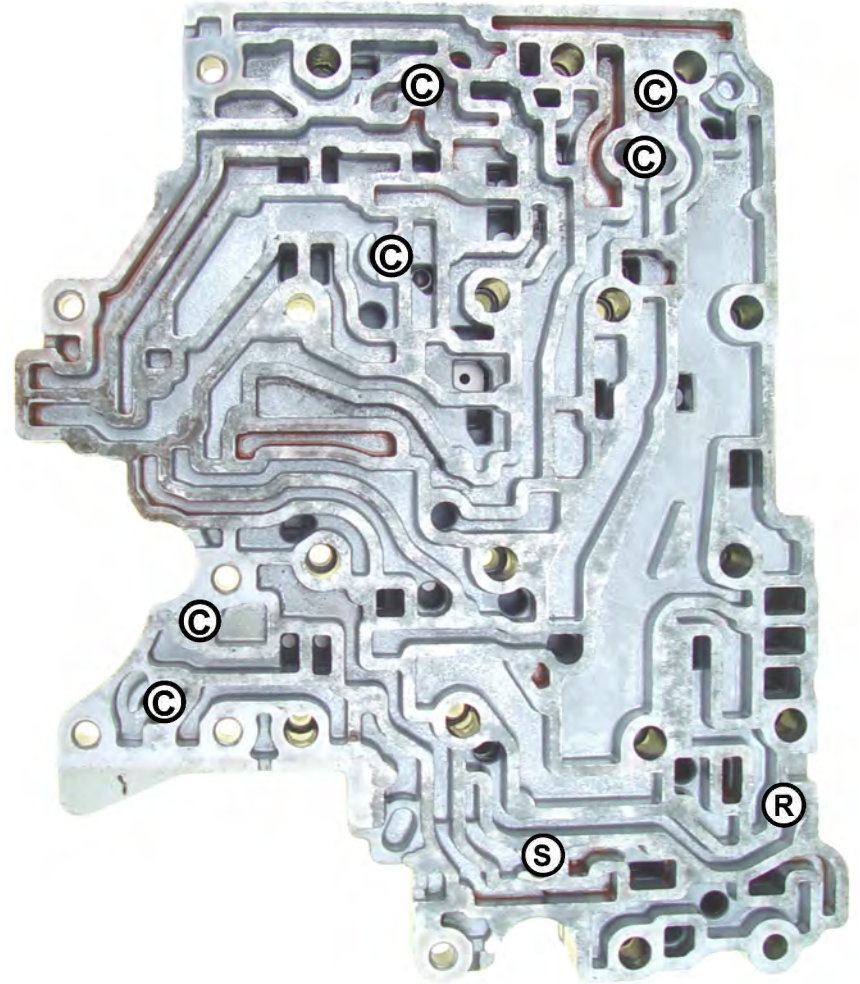
Page 2B

Channel Casting

Checkballs: Steel .214 to .218

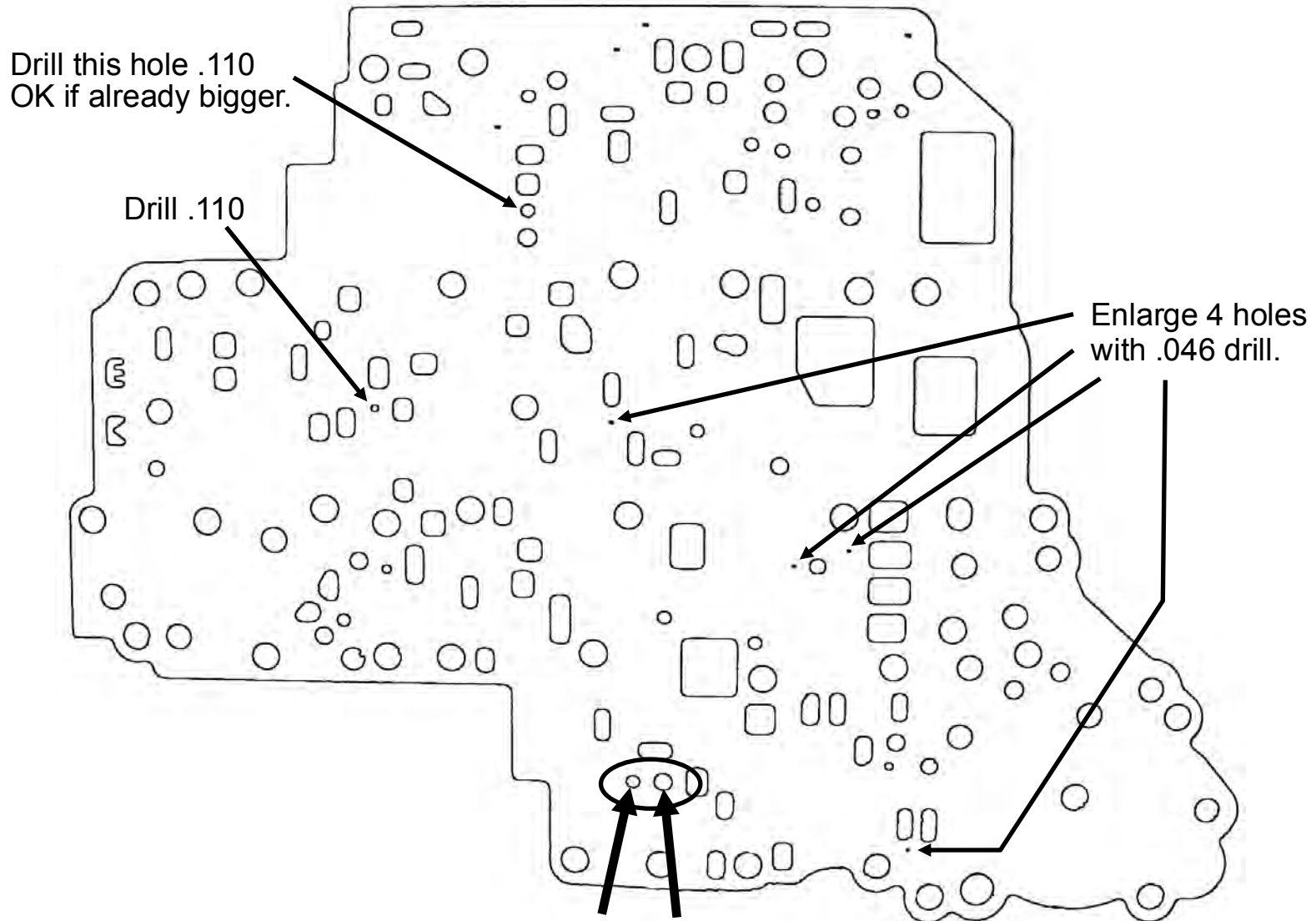
Ⓒ All models.

Ⓔ & Ⓢ Are model dependent, see the Main plate on **Page 3B** to determine the correct positioning.



Page 3A

Main Separator Plate



Checkball Selection If both holes are the same size, then install ball "R" on Page 3A.
If the hole on the left is smaller, then install ball "S" on Page 3A.



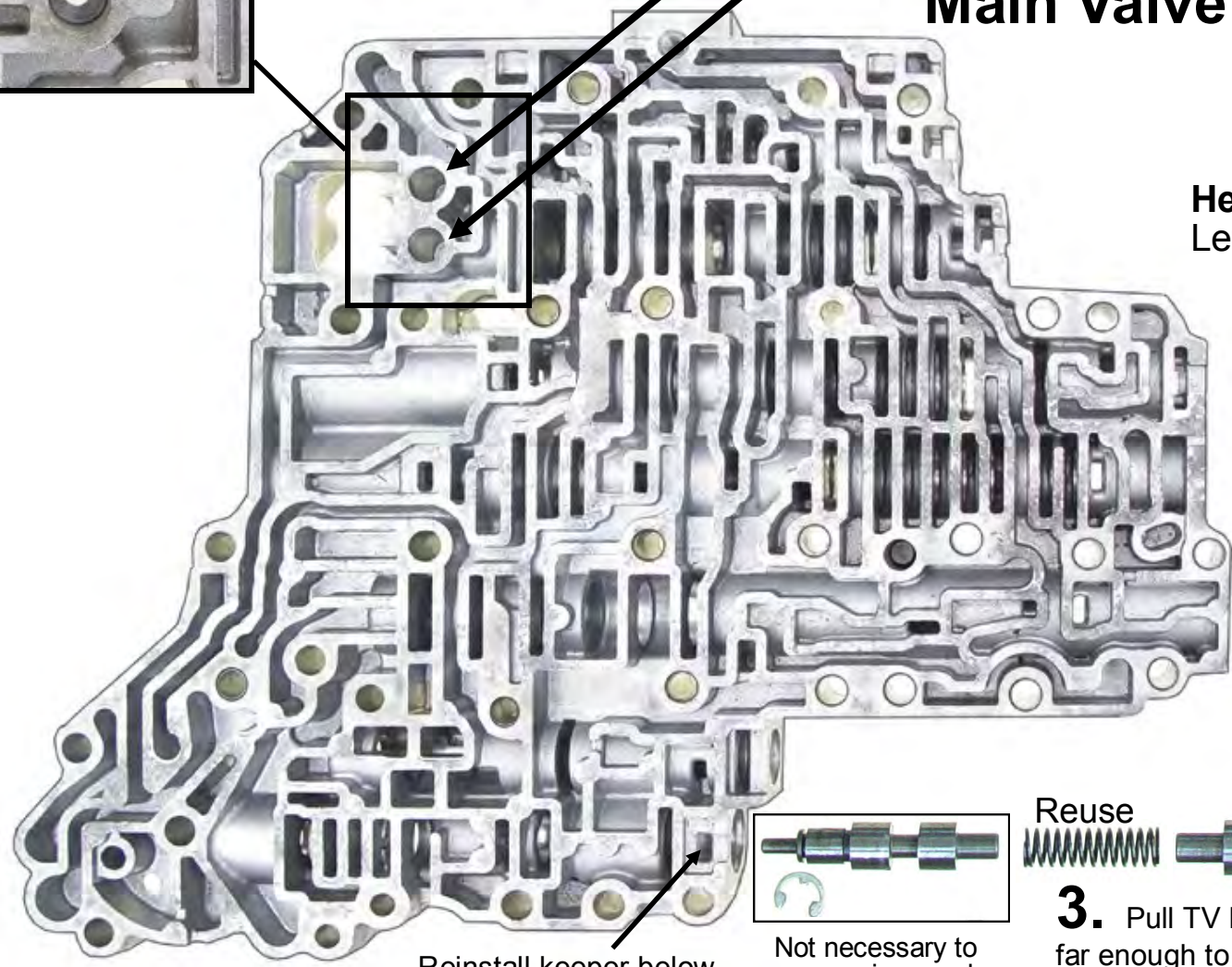
1. Enlarge the limit drain holes with a 1/4" drill.



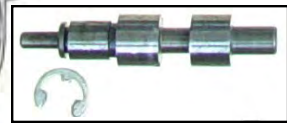
Steel balls
.265 diam
ORANGE

2. Install springs & steel balls furnished.

Main Valve Body

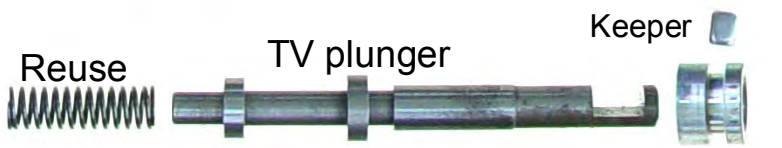


Hello Shop: We believe in you.
Let us hear how you are doing.
TransGo Tech Team



Not necessary to remove inner valve.

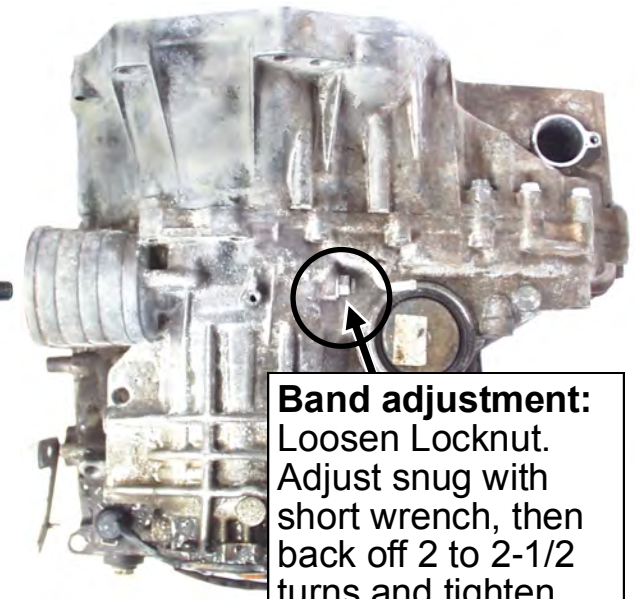
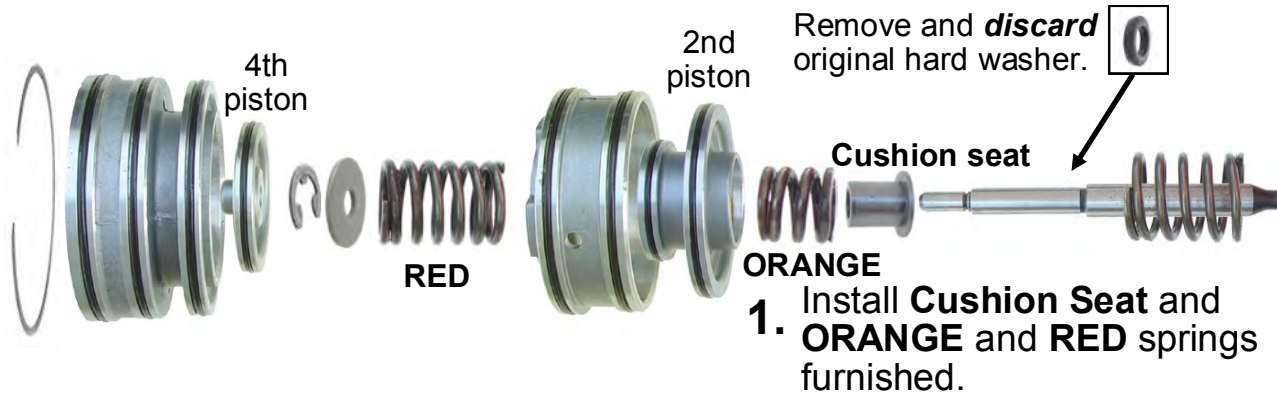
Reinstall keeper below flush with a little Jel so it won't fall out. Thanks



3. Pull TV Plunger out of valve body far enough to replace original bushing with **new Plunger Bushing** furnished.

Plunger Bushing

Upgrade 2nd Piston



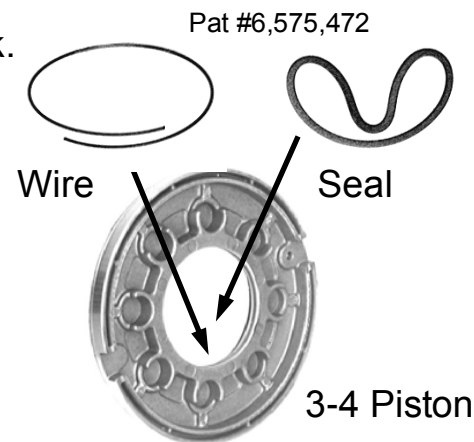
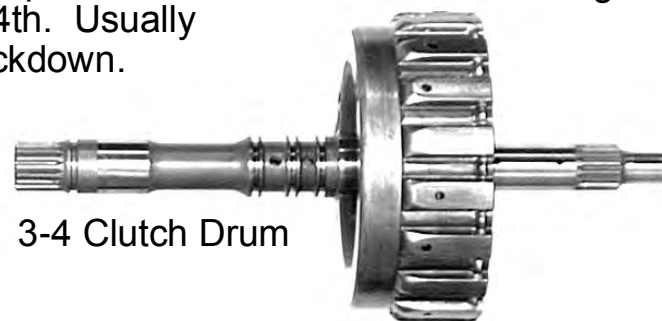
Band adjustment:
Loosen Locknut. Adjust snug with short wrench, then back off 2 to 2-1/2 turns and tighten the lock nut. Use 14mm wrench and T30 TORX bit.

We love this little trans. When you fix it, it will work as good as it always wanted to.
Gil

Do step 2 if the trans is out of car.

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

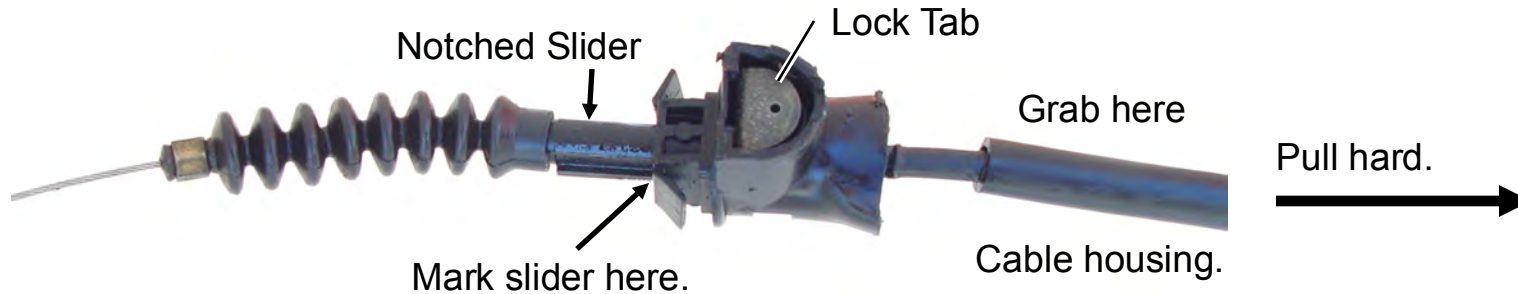
2. Insert overlap part of the wire into groove at 6 O'clock. Then shape seal as shown and install into the groove.



Throttle Arm and TV Cable Adjustments

Step 1 Have someone hold the gas pedal floored inside the car. The throttle arm must bottom against the wide open stop. Adjust as needed.

Step 2 While someone is holding the gas pedal floored, push down on lock tab, and at the same time grab the cable housing and pull it in the direction of the arrow, really hard, and then release the lock tab.



This adjustment gives you full throttle and max trans pressure when the gas pedal is floored.

Check adjustment like this

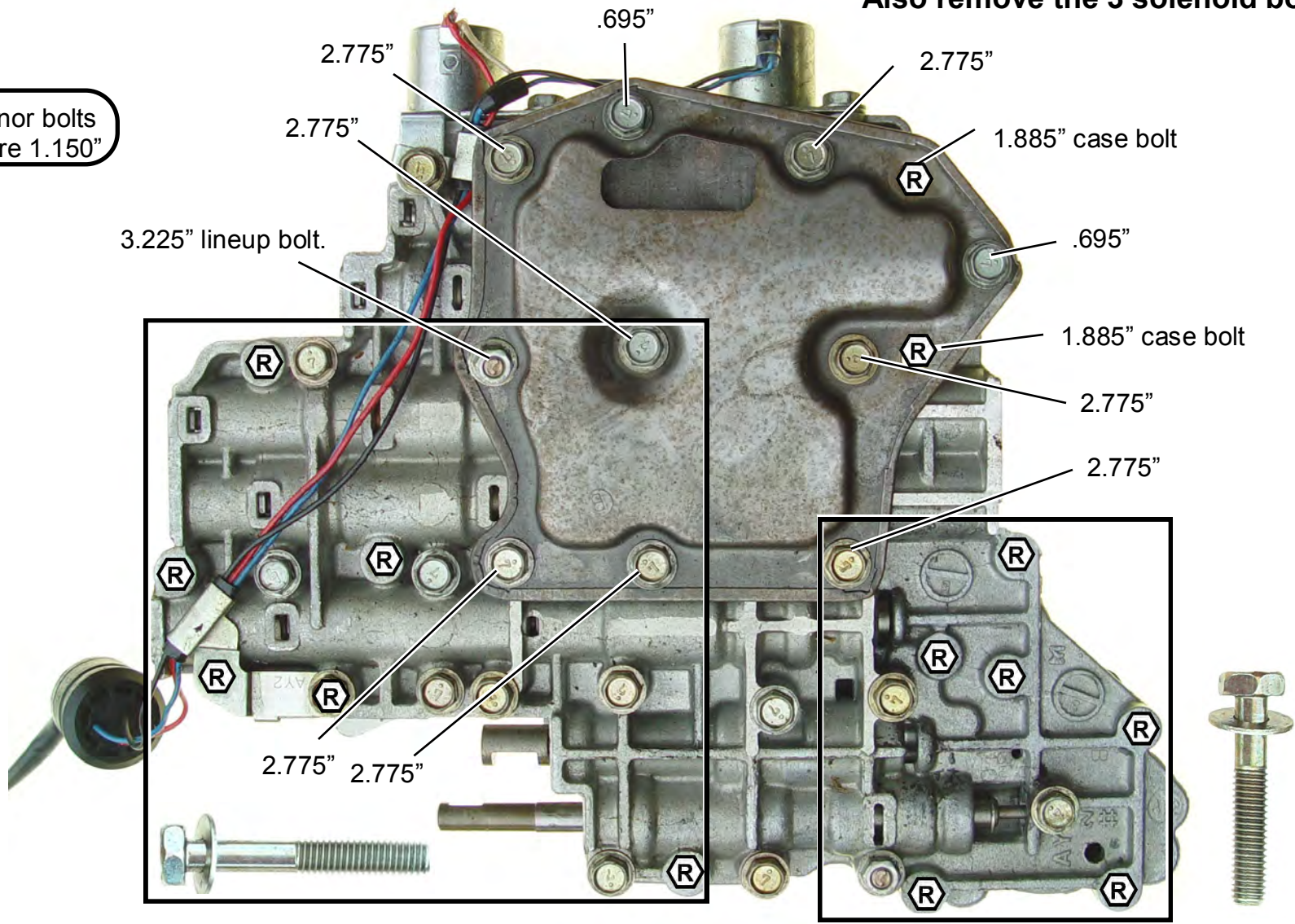
At 20 to 22 mph and lift foot off gas pedal. This will place the trans in 2nd or 3rd gear. Then quickly floorboard the gas which should cause the trans to downshift into 1st gear.

If it does not downshift into 1st gear mark the slider with a pocket knife or hack saw blade. Then push the lock tab and move the slider one notch at a time, towards the lock tab, until it does downshift into first at 20 to 22 when gas pedal is floored.

Valve Body Bolts

14 (R) Are the bolts necessary to remove the valve body from the case.
 Also remove the 3 solenoid bolts.

Governor bolts measure 1.150"



Case bolts in this area are 1.725"

Case bolts in this area are 1.465"

