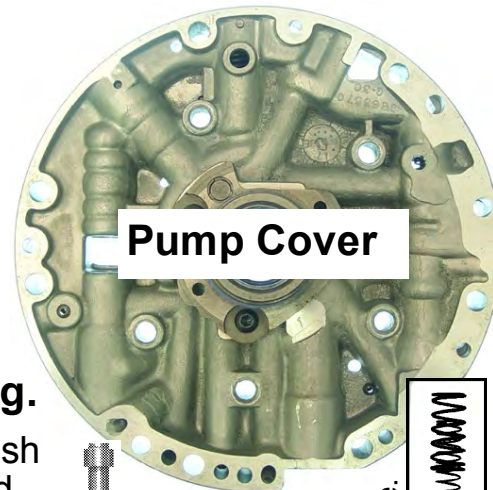




SK[®] 700-Jr-B[™]

With No-Stick Bootstrap[®] TV
Patent number 4711140



Pump Cover

Corrects/Prevents/Reduces
TV adjust not effective---Late hard shifts or no 4th.
1-2 Soft, Bang or Slide Bump---Cutloose 2-3 shift
Highway cruise falls out of 4th--Converter Shudder.
Installs easily with trans in vehicle or on the bench.

Step 1 PR Valve & Spring.

Grind this land flush all the way around. Its not fussy.

Install **GREEN** PR spring.



PR valve

GREEN

Lockup Valve
No need to disassemble.



Step 3 2nd Accumulator

Discard original springs.
Install spring seat and new springs as shown.



Step 2 TV Boost Valve.

Circle spot that fits the flat end of the boost valve. Select matching line bi-as spring, on **Page 3, Step 3**.

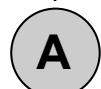


Reverse and Intermediate Boost Valve



Flat end
Stem end

TV Boost Valve



.471up



.422



.395

2nd Piston Upgrades

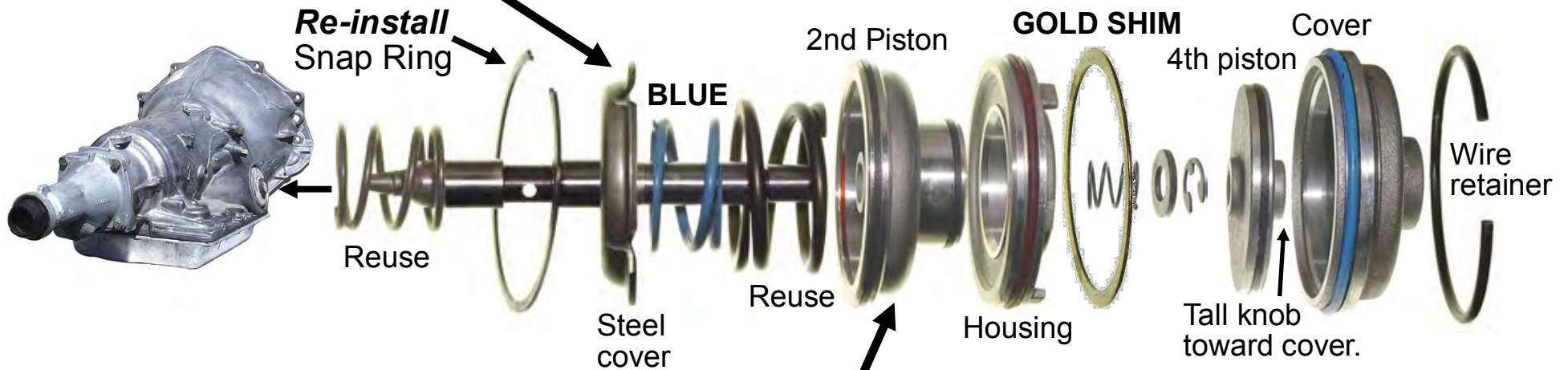
Step 2

Grind 4 oil exit notches on Steel Cover about like this. While grinding notches it gets hot, so have a dish of water handy.



Steel cover

Re-assemble servo *as shown*.



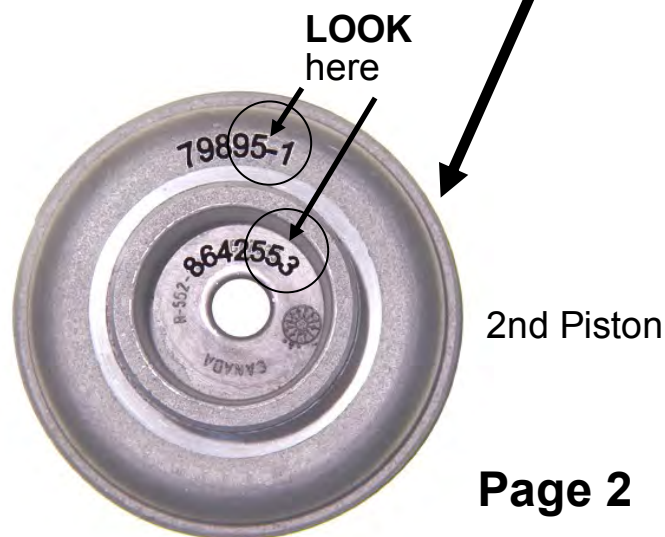
Step 1

Identify 2nd Piston

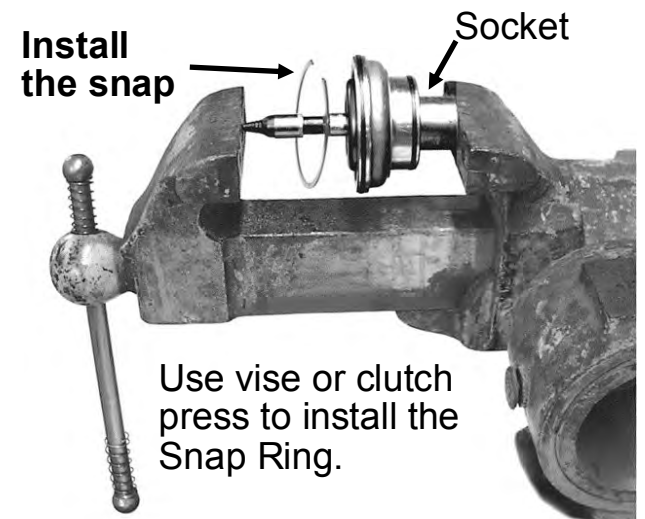
Circle last 3 numbers of 2nd piston casting code here.

CIRCLE:

553 554 OTHER



2nd Piston



Step 1 TV Valve Upgrade:

TV roll pin
Shorter than others.
Reinstall *flush* with top of passage.

A. TAPERED Spring
small end on valve.
TV bushing used *some* models, *do not* remove.

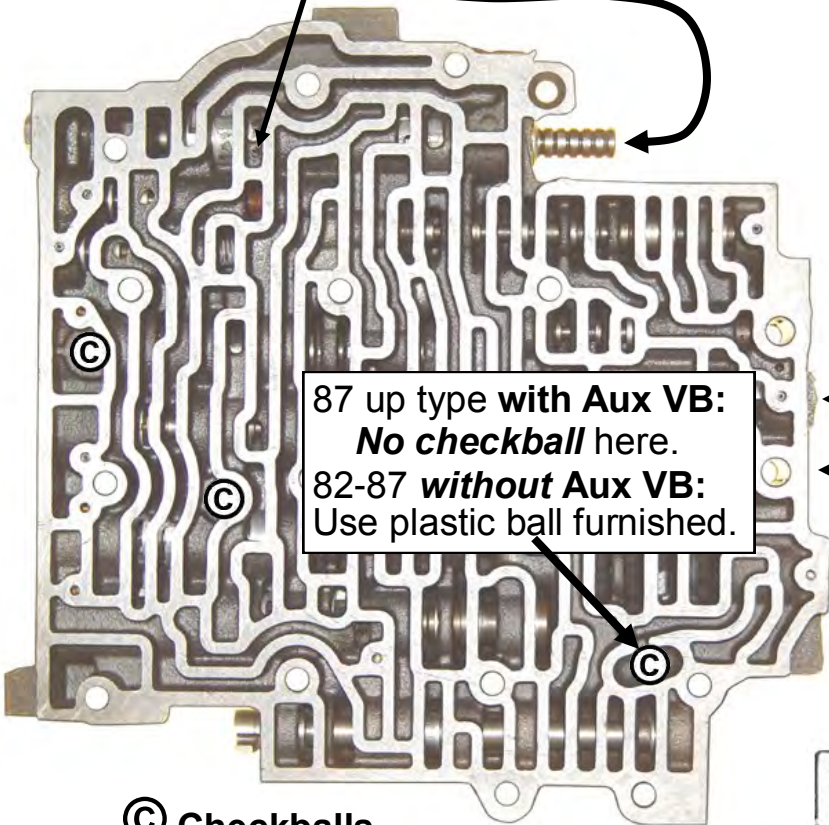
B. BROWN Spring
inside TV Valve.
TV VALVE

C. SPACER
inside Spring.

D. RED Spring:
If *original* spring is longer than RED spring *reuse* it.

Look Here First:
If Plunger has **no** number or **#94** install new TV valve & springs. Any other number reuse original TV valve with *tapered* spring only.

TV plunger
Diesel: Install Alum shim



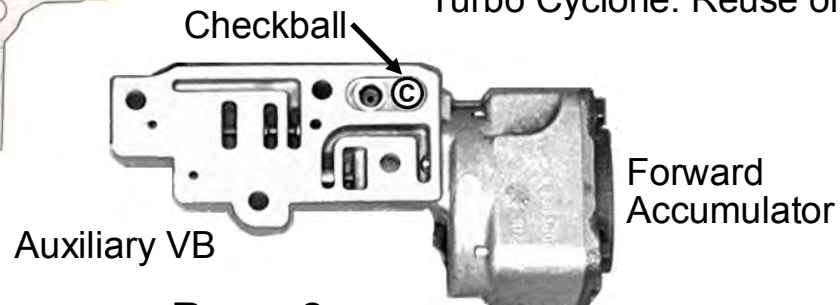
© Checkballs

Step 2 Use spring that matches 2nd piston code. 554=ORANGE--553=BROWN--Other=BLACK



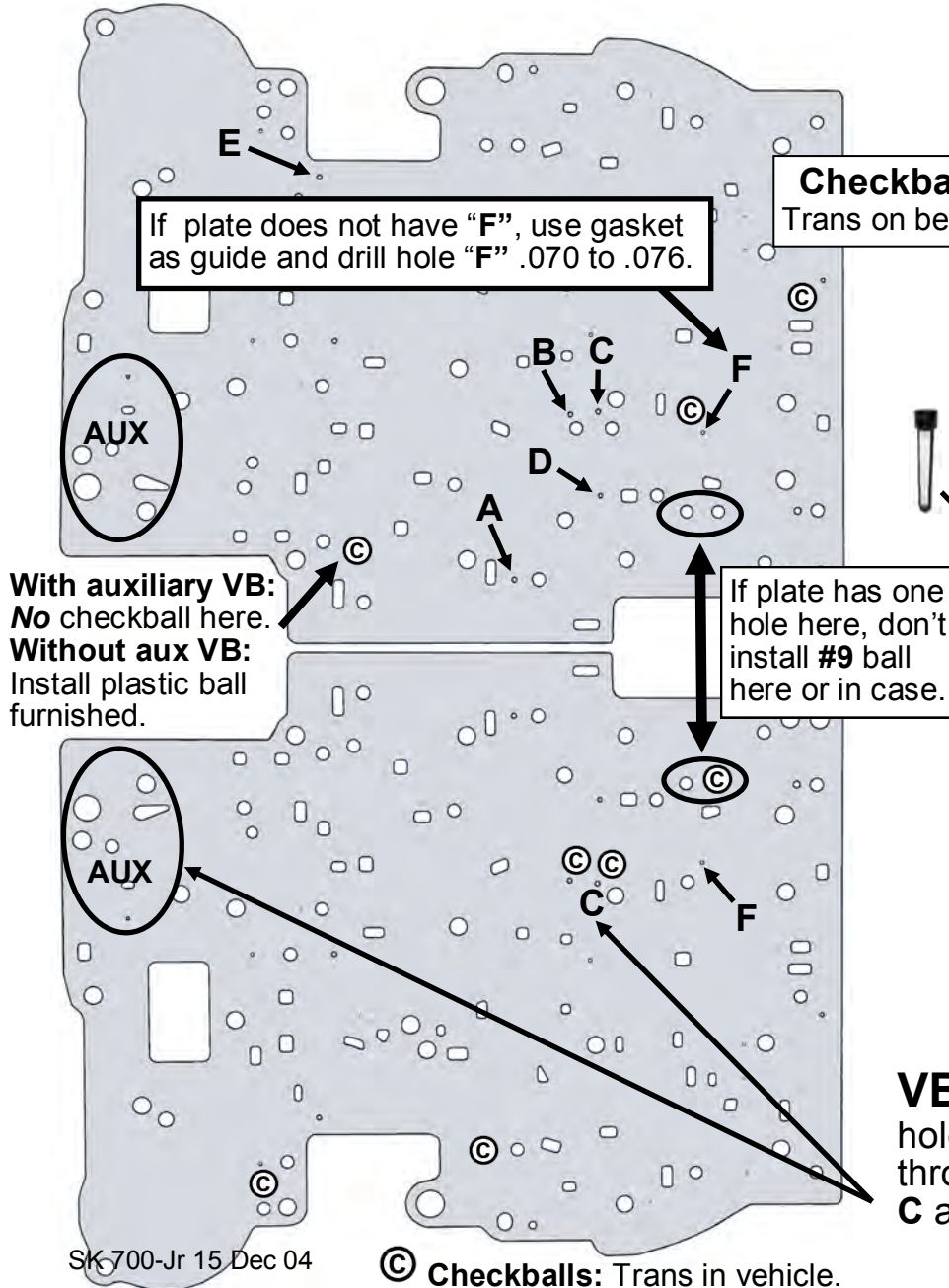
Step 3 Line Bias Valve

Page 1, Step 2 Match boost valve to spring.
"A" PINK "B" BLUE "C" RED
Turbo Cyclone: Reuse original line bias spring.



Separator Plate Hole Sizes:

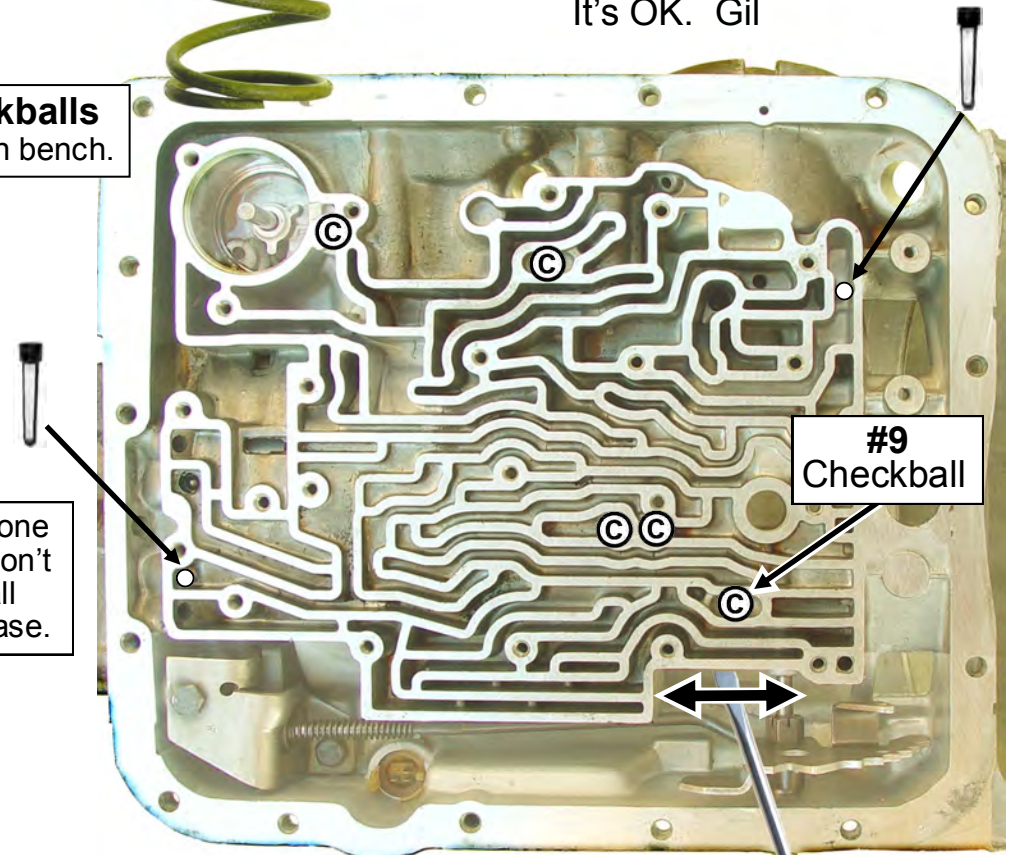
A = .093 to .110 B = .076 C = .110 D = .110 ok bigger
 E = .110 F = .076 [Drill if missing]



4th Accumulator

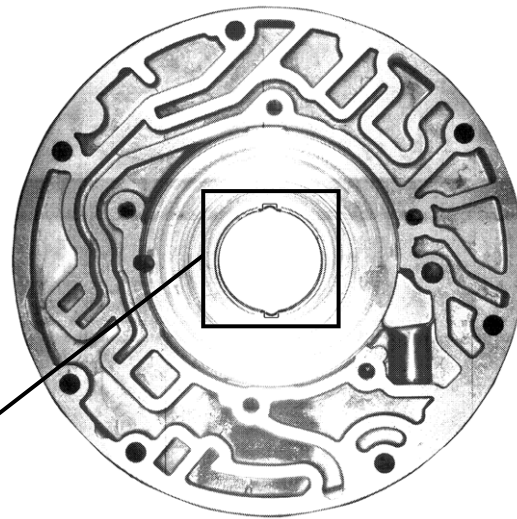
Install **original spring** into case **first** then install accum piston **as shown**, even if it wasn't that way originally.

It's OK. Gil

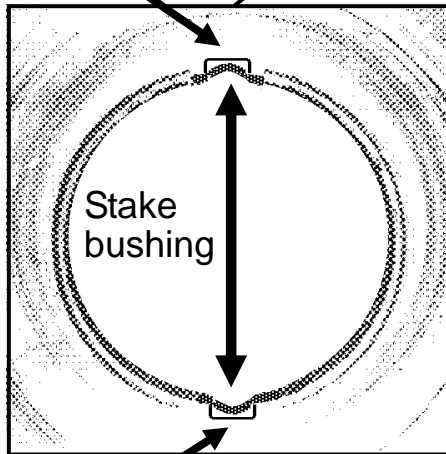


VB Gaskets: Gaskets must not cover any holes. Place gaskets under the plate and look through the holes. Look carefully through hole **C** and the **AUX** holes **circled** on the plate.

Pump



File notch



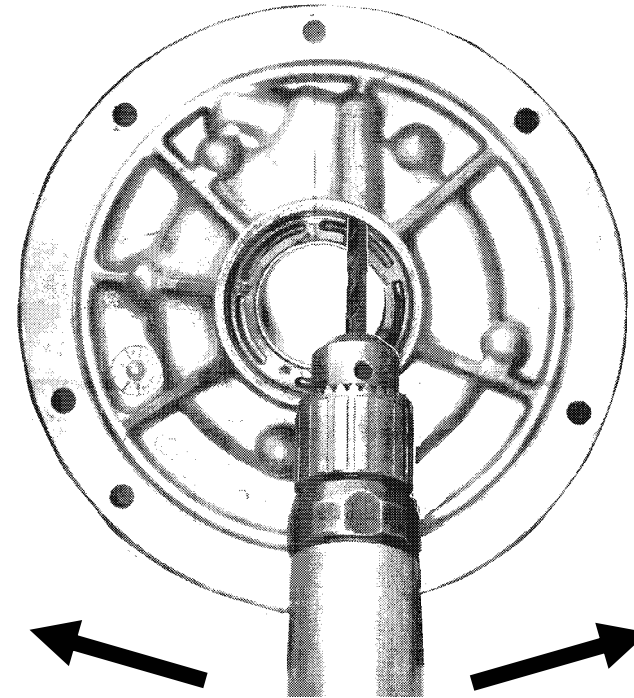
Stake
bushing

File notch

Bushing: Rotates or moves forward into seal, causing leak, seal blowout or pump damage.

Stake Bushing, here's how:

Remove bushing. Use edge of large file to make 2 angled notches about 1/4" deep, opposite each other on rotor end of the bushing bore. Install bushing, stake edges into notches and de-burr.



Front seal drain back hole: Enlarge passage to 9/32" - 5/16". Then insert the drill about 3/4" into passage and move the drill motor to the left and right to make the top of the hole wider.

This will allow more flow even though the seal shuts off half of the hole.

Reduces seal leak and seal blowouts.

Broken pump rings, will Scatter the Pump.

Order TransGo NoYoYo®
Hardened Steel Ring Kit.

700-PK Standard Ring Kit

700-PKH Hi-Rev (5500up RPM)

3-4 Clutch Durability



3-4 Return Springs

87up 700's and all 4L60E's need these return springs.

These springs should always be used with the original thickness bottom and top pressure plate and snap ring.

These springs prevent clutch drag during high throttle in 1st, 2nd and during a 3-2 kick down by opposing centrifugal residual oil apply force at higher revs.

At lighter throttle these springs reduce overlap during the 2-3 up shift and make a cleaner 3-2 downshift. These springs prevent accidental clutch apply because of minor cross leaks at the input rings, support or valve body.

Adding Additional 3-4 Clutches

Additional 3-4 friction can be installed by using thinner steel plates and reusing the original pressure plates, snap ring and 3-4 return springs.

For hot rods, that rev above 5200 rpm: Use the **700-2&3 or 4L60E-HD2** Reprogramming Kit™ which contains high rate forward and 3-4 clutch return springs to prevent centrifugal apply that burns 3-4 clutches.

“Thanks for Listening”

Gil

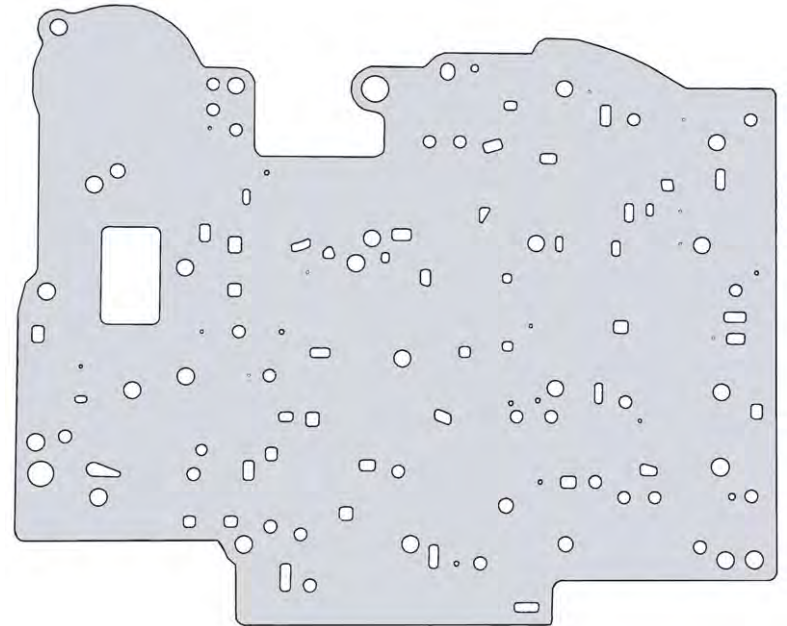


3-4 Clutch Clearance

This Trans likes .015 to .030.

Worn Separator Plate?

**Order TransGo 700-P
Fits all Models.**



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