

# 47-2 Reprogramming Kit™

Fits 67-69 C-4 Transmissions



## Automatic Shifts With Driver Command

The trans will shift & hold 1st and 2nd Gear to any RPM when manually shifted.



This Kit Fits:  
Casting Numbers  
**C7AP** thru **C9AP**

**Burnouts:** In water or bleach box: Break it loose in 1st/2nd, then up-shift to 3rd.

THESE ARE THE TRANSMISSION RATIOS: "1st" 2.46 "2nd" 1.46 "3rd" 1.00

Overall ratios: Multiply axle ratio x trans ratio. [Example  $3.73 \times 2.46 = 9.25$  1st]

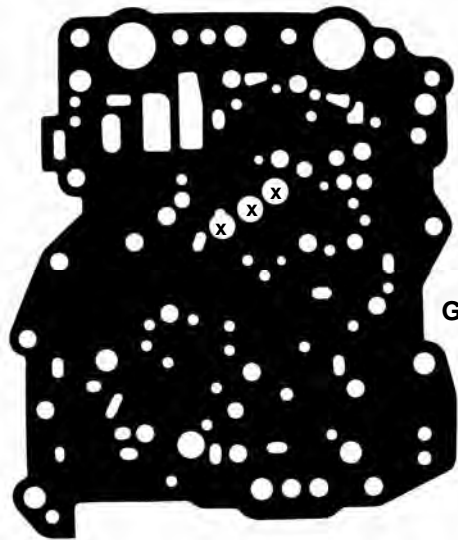


Mr. Shift

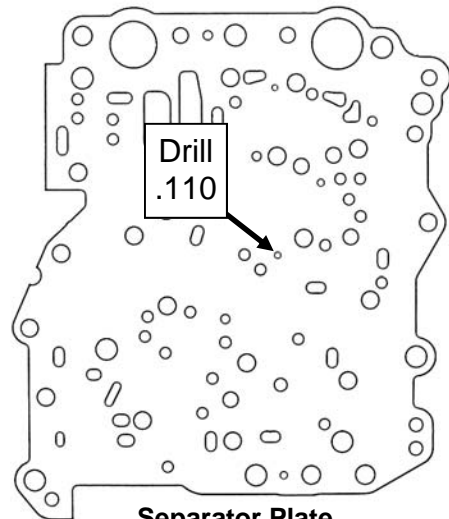
# Use this page to assemble VB Channel Casting.

New Gasket provided ALWAYS goes between channel casting and separator plate!

Only Use Gaskets Provided In This Kit! Added Holes at X's



Gasket

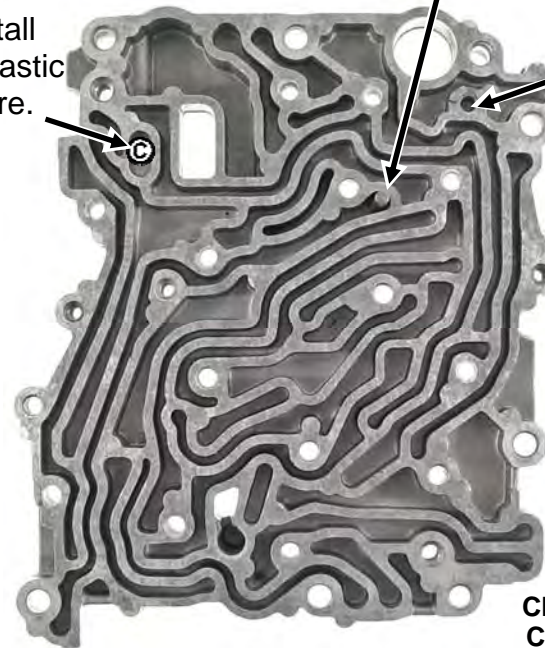


Separator Plate

1. Install **New Orifice Control Plug.** Use Assy. gel to hold it in.



2. Re-install .217 plastic ball here.



Channel Casting

No Ball Here!

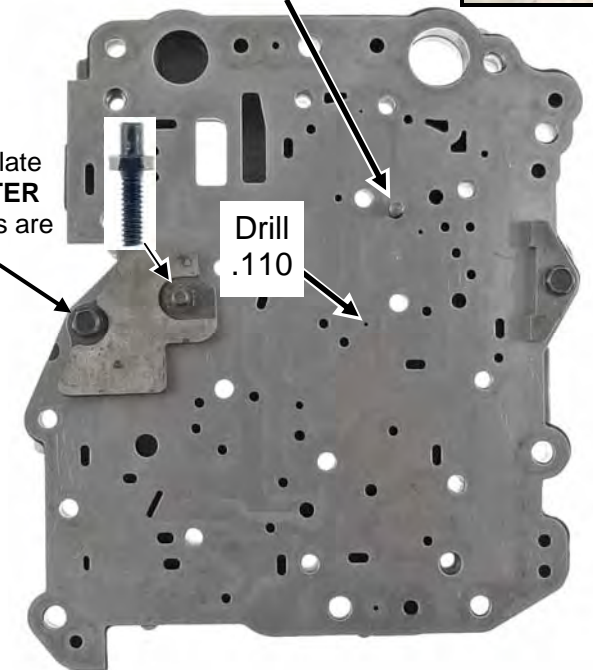
Ⓢ = Qty (1) .217 plastic ball (not provided)

Orifice Control plug sticks up thru plate when done.



Tighten plate bolts **AFTER** VB halves are together!

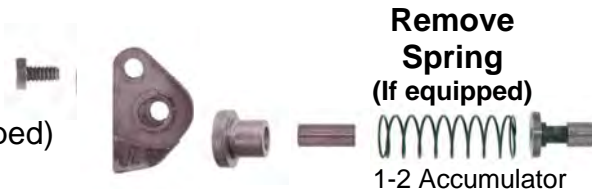
Drill .110



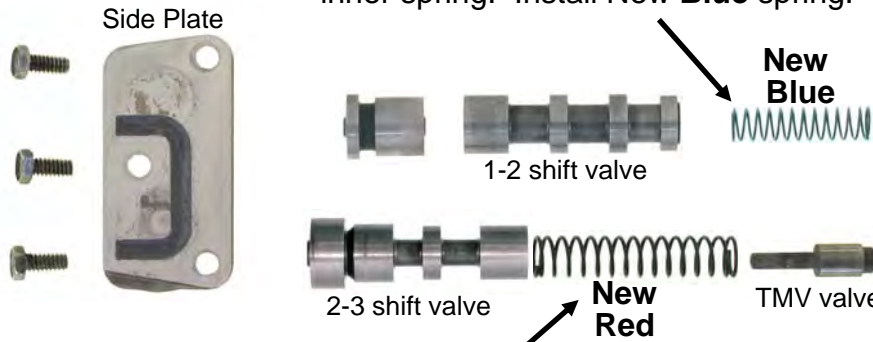
Channel Casting Completed

# Main VB

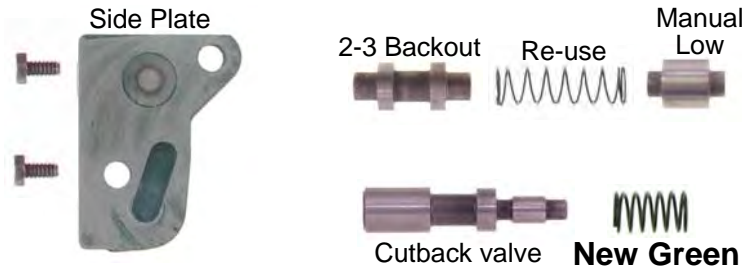
1. Remove and Discard 1-2 Accumulator Spring (If Equipped) and 1-2 Puck.



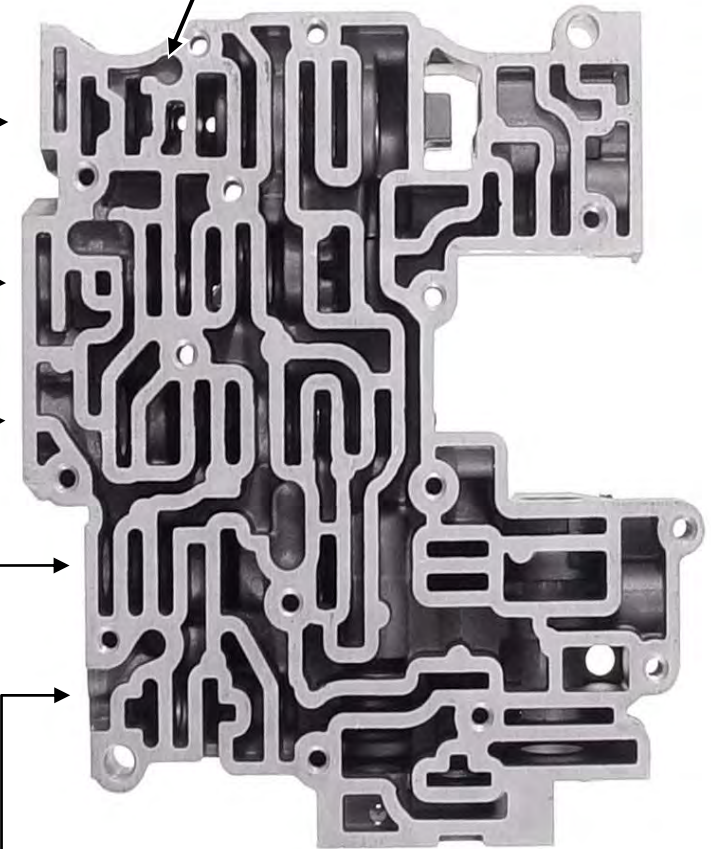
2. Remove and **discard** original 1-2 inner spring. Install New **Blue** spring.



3. Remove and **discard** original 2-3 spring. Install NEW RED spring.

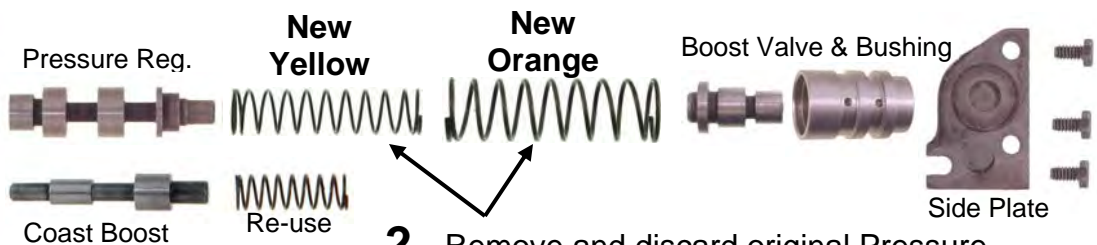
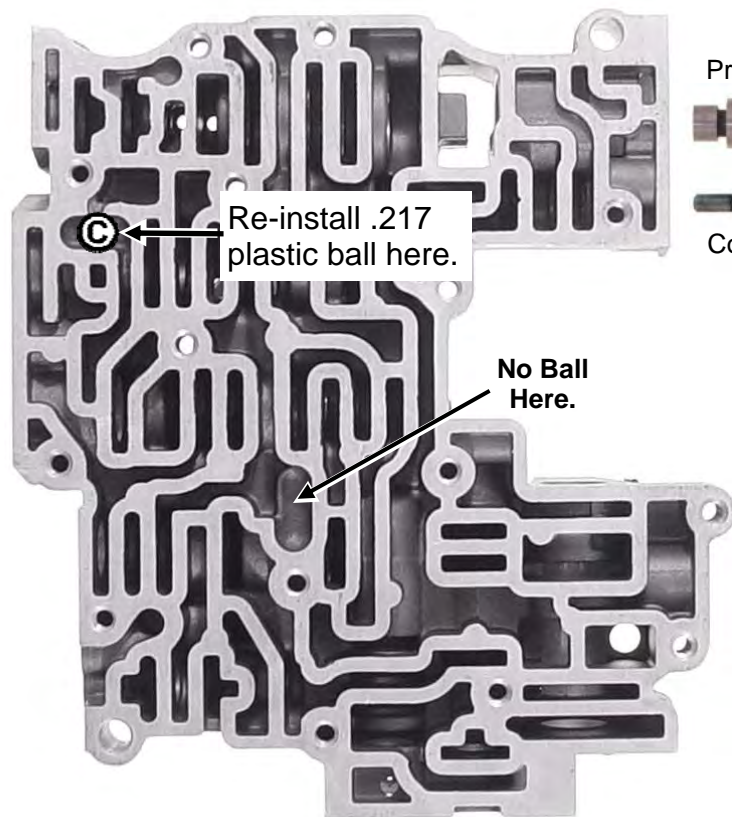


4. Install New Green Spring for Cutback valve.



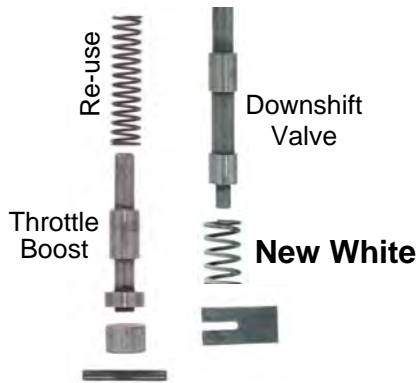
Leave ALL side plate bolts loose until VB halves are bolted together!

# Main VB Continued

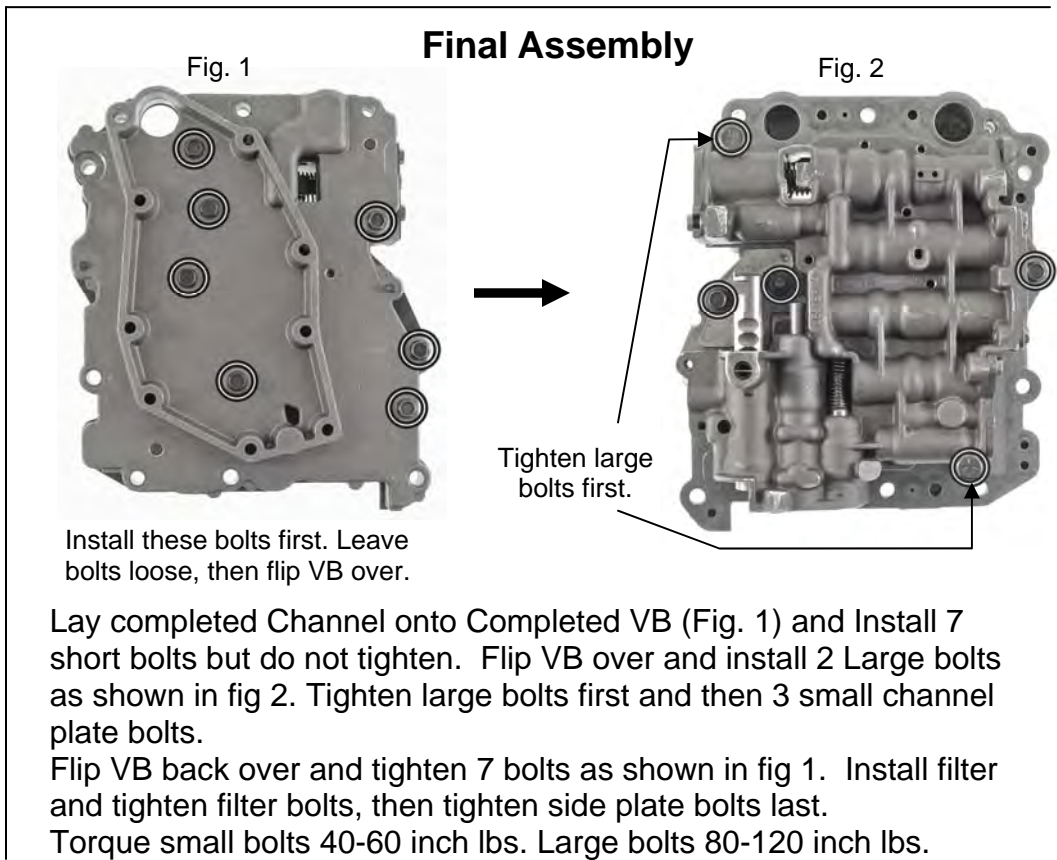


2. Remove and discard original Pressure Reg. springs. Install **New Orange Outer** and **Yellow Inner** Springs.

1. Remove and discard original Downshift valve Spring. Install **New White Spring**.



© Qty = 1  
.217 plastic ball  
(not provided)



Install these bolts first. Leave bolts loose, then flip VB over.

Lay completed Channel onto Completed VB (Fig. 1) and Install 7 short bolts but do not tighten. Flip VB over and install 2 Large bolts as shown in fig 2. Tighten large bolts first and then 3 small channel plate bolts.

Flip VB back over and tighten 7 bolts as shown in fig 1. Install filter and tighten filter bolts, then tighten side plate bolts last.

Torque small bolts 40-60 inch lbs. Large bolts 80-120 inch lbs. Short side plate screws 30-35 inch lbs. VB to Case 80-120 Inch lbs.

# Important Information

## Trans **MUST** have vacuum modulator hooked up.

Always connect manifold vacuum to the modulator. Even Low vacuum is better than none!

**Kick-down** linkage is adjusted so you can get a 3-2 down shift comfortably with the accelerator pedal near the floor.

**Modulator Adjustment:** Adjustable modulators have a screw visible when you remove the vacuum hose. No more than 3 turns either direction from the factory starting point. Better to be a little early than late! Saves gas, longer trans life and better performance overall. Make 1 change and roadtest.

**For earlier shifts:** Turn screw counterclockwise 1 turn at a time or you can also use a shorter modulator pin.

**For later shifts:** Turn clockwise 1 turn at a time, or you can use a longer modulator pin.

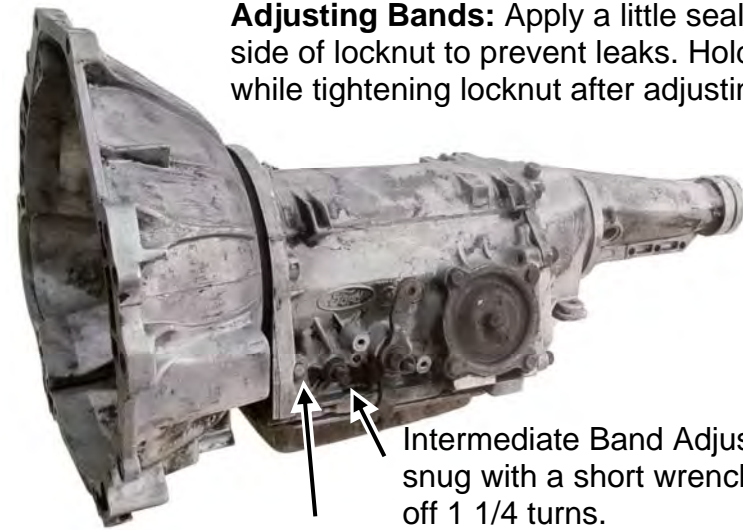
Modulator Pin Length		
Minimum Length	Average Length	Maximum Length
1 5/8	1 11/16	1 3/4

## If trans has a brief bind-up on 1-2 shift:

Back off the rear band adjustment one additional turn.

**Trans Operation:** Fully automatic in the drive position. In the "2" position, Trans will take off in 2nd and hold 2nd gear to any rpm. In the manual low or "1" position, trans will take off in 1st and hold 1st gear to any speed. Care must be used when manually downshifting as the trans will follow **YOUR** command. Moving the selector to the 2 or low position will result in that gear being selected **AT ANY SPEED!** So **BE CAREFUL** and use good judgment.

**Tip:** Run Trans in Manual low, bring engine rpm up to approx 3000 RPM. Look at speedometer. Consider this the **MAX** safe MPH to go back to "1" on **dry pavement** for engine braking.



**Adjusting Bands:** Apply a little sealant to back side of locknut to prevent leaks. Hold adjuster while tightening locknut after adjusting Bands.

Line Tap

Intermediate Band Adjust– Tighten snug with a short wrench and back off 1 1/4 turns.

Line Pressure Spec's

Drive - Idle 55-65 WOT 150-185

Reverse - Idle 60-110 WOT 240-270



Reverse Band Adjust– Tighten snug with a short wrench and back off 3 turns.