

67-3 Reprogramming Kit™

Fits all Gas 1967 & Up C6 - NOT FOR USE ON DIESELS



Features: Total Driver Control!

No Automatic Shifts

The trans will be in the gear you select and changes to any gear you choose when you move the selector.

DRIVER is in full COMMAND!

Can be converted back to Automatic with a few easy steps!

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

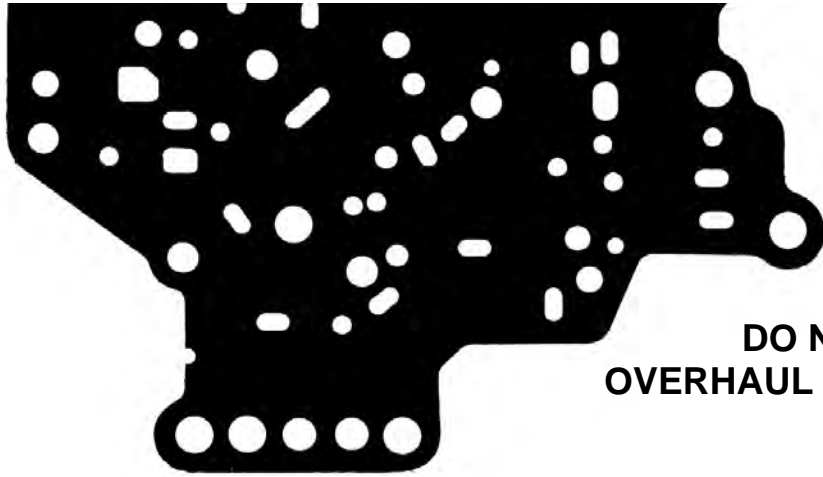
Overall ratios: Multiply axle ratio x trans ratio. [Example $3.73 \times 2.46 = 9.25$ 1st]



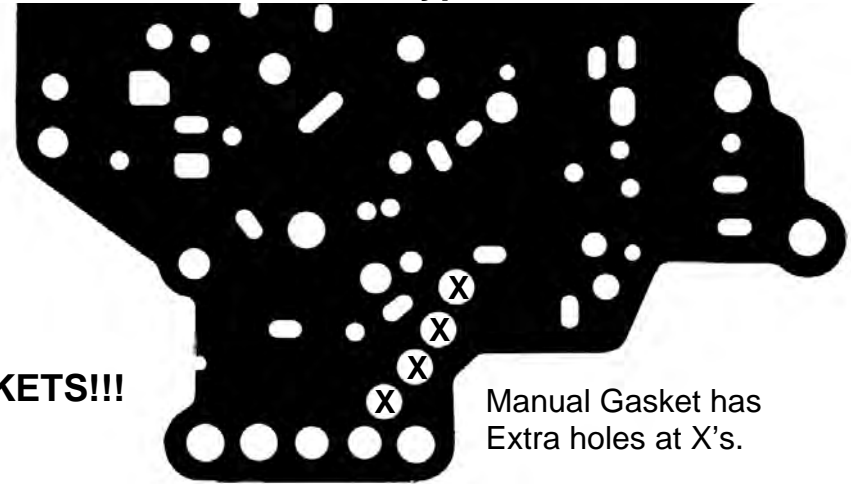
Mr. Shift

Gasket ID Select Gasket type for either **Automatic** or **Full Manual** use and return other gasket into kit box.

Automatic Type



Manual Type



**DO NOT USE
OVERHAUL KIT GASKETS!!!**

Manual Gasket has
Extra holes at X's.

See last page for converting to Automatic .

Qty Code

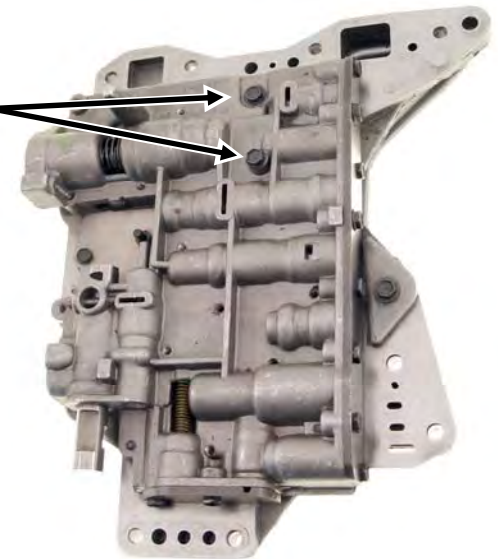


Bolt ID: Avoid possible damage to valve body.
Match bolt length to letter code for location and usage on following pages.

40-50 Inch lbs.

25-35 Inch lbs.

Disassembly Tip:
Remove these 2 bolts first. Then flip VB over and remove the rest.

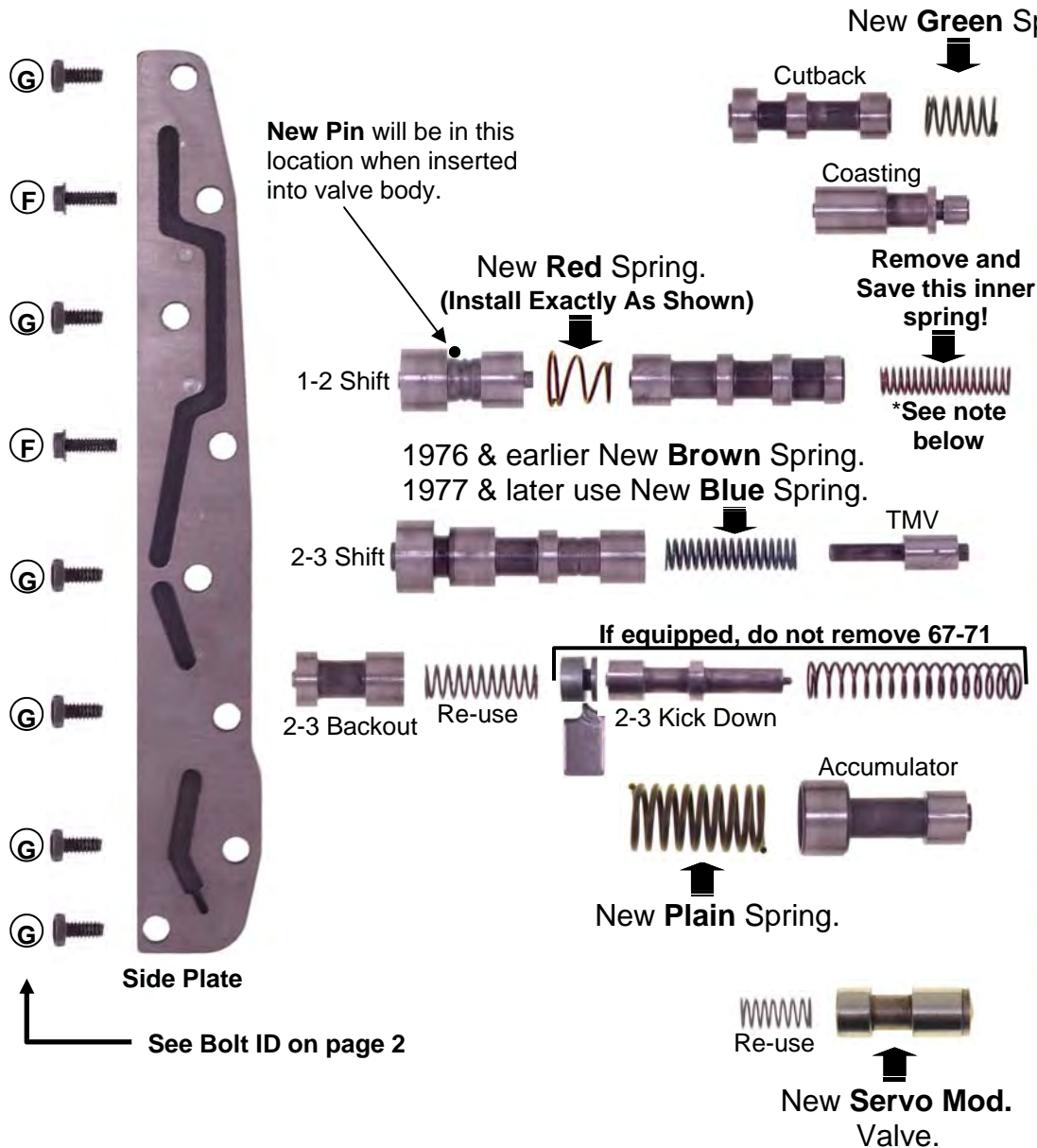


Bolt Notes:
"G" bolt OK in "F" location but
"F" bolt NG in "G" location.
Some VB's don't use "F" bolts.
71up use 9 "G" Bolts due to
Press Reg. has no end plate.

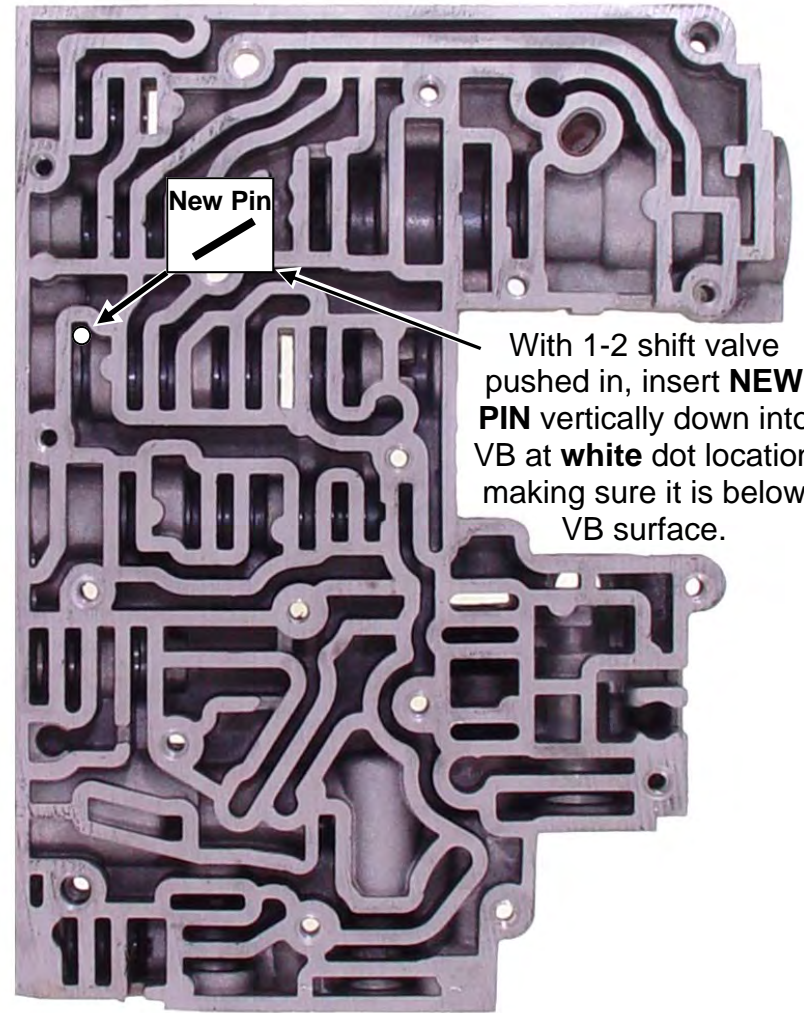
Step 1

Install **New Springs**, **Servo Mod. Valve** and **New Pin** as shown.

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



New Pin will be in this location when inserted into valve body.

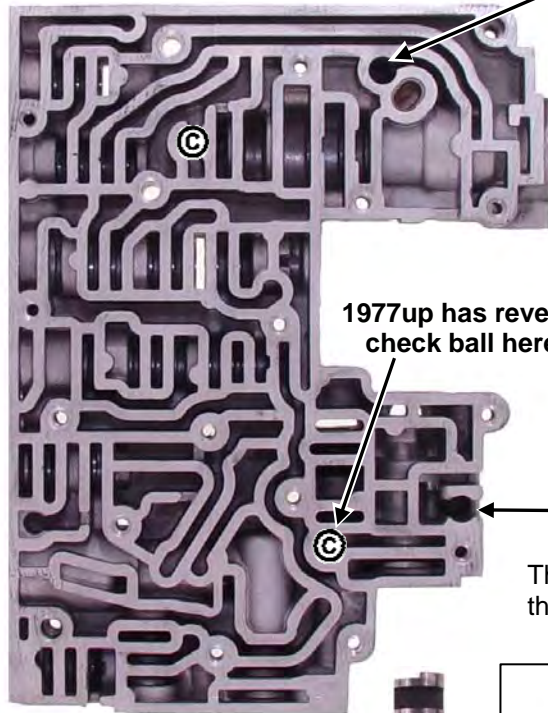


Side Plate
See Bolt ID on page 2

***Note on 1-2 Shift Valve:**
Manual: Use Red Spring only. **USE NO INNER SPRING!**
If Converting Back to Automatic:
77up requires re-using saved original inner spring.
All others will use white spring provided.
See last page for details on converting to Automatic.

Step 2

Install **New Springs**, Original **Relief Valves** and **Check balls** as shown.



Early VB's may use steel ball here.
Converter Relief

Late Style Press Reg.

New **Blue Spring**.

Early Style Press Reg.

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

If Equipped Re-Use.

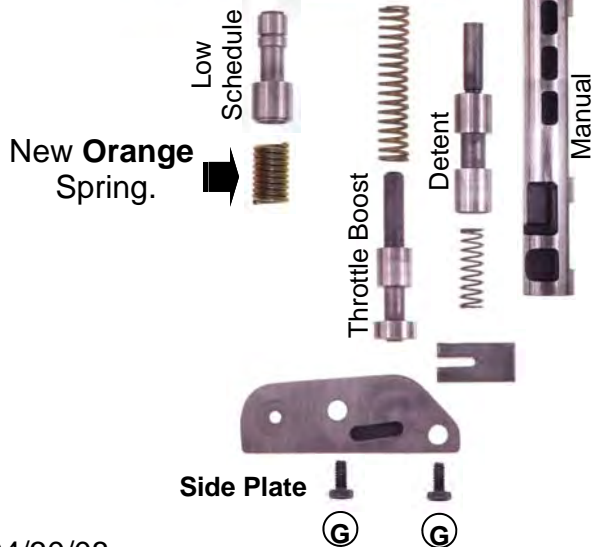
If Equipped Re-Use.

1977up has reverse check ball here.

Pointed Valve or Steel Ball OK here.
Throttle Relief
This spring is shorter than Converter relief.

Groove in plate faces valve body!

Side Plate
G
G

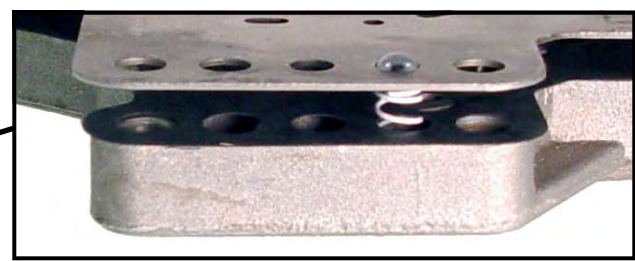
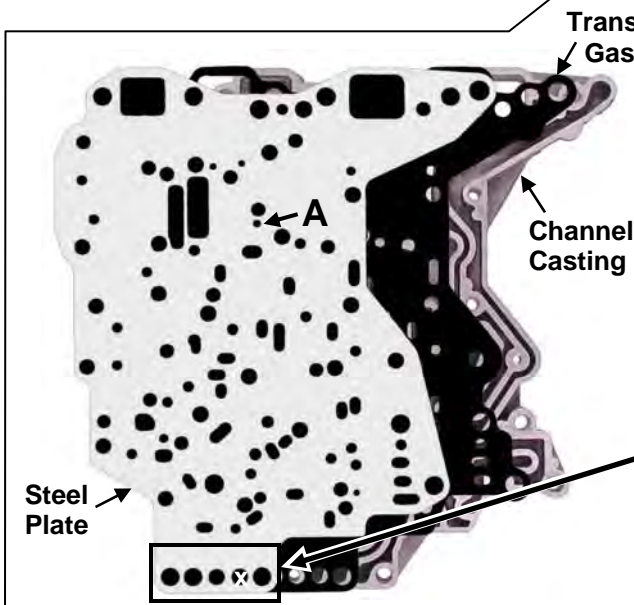


Step 3

Enlarge hole "A" on plate if its smaller than .110" drill provided.

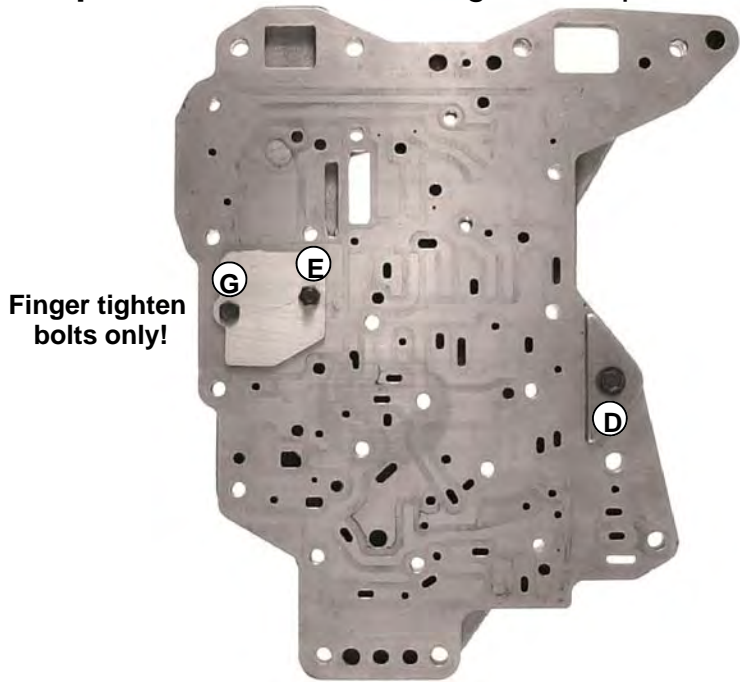
Step 4

Install New Steel Ball and White spring into channel casting under 4th hole from left edge as shown.



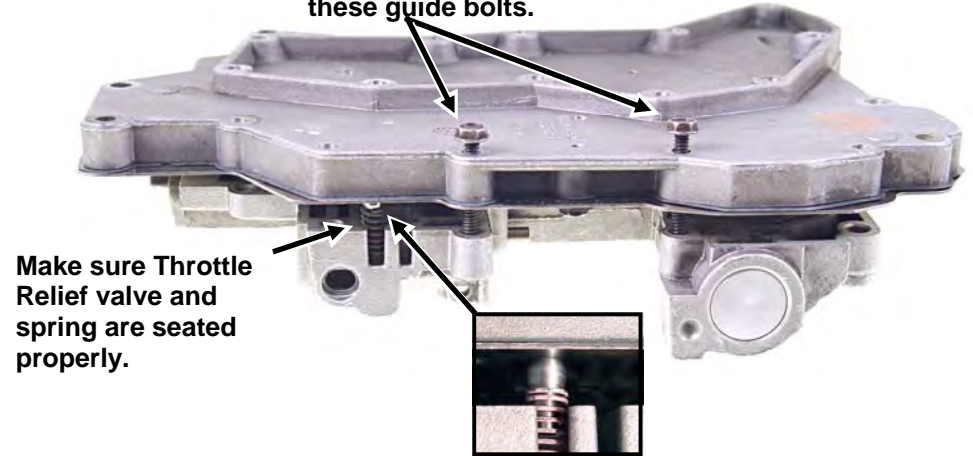
Bolt location and assembly procedure.

Step 1 Assemble channel, gasket & plates.



Step 2 Assemble channel to valve body.

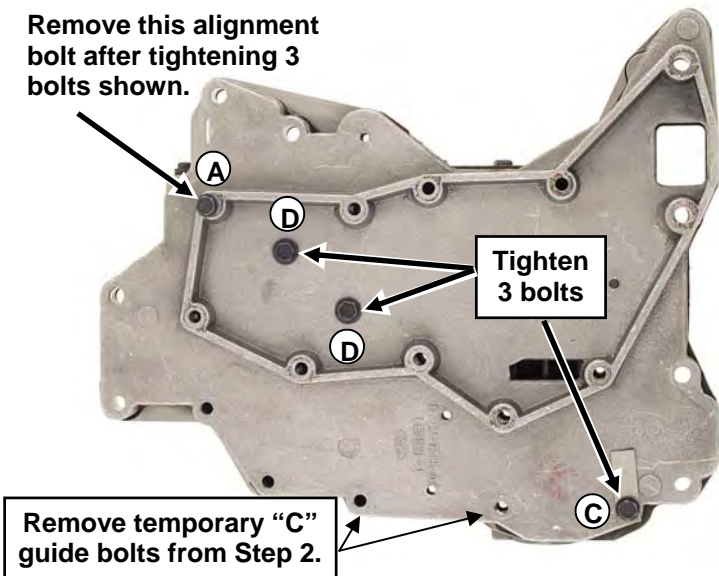
Temporarily use 2 "C" bolts to guide VB halves together. After Step 3 remove these guide bolts.



Step 4 Flip VB over. Install and tighten 2 bolts with driver.

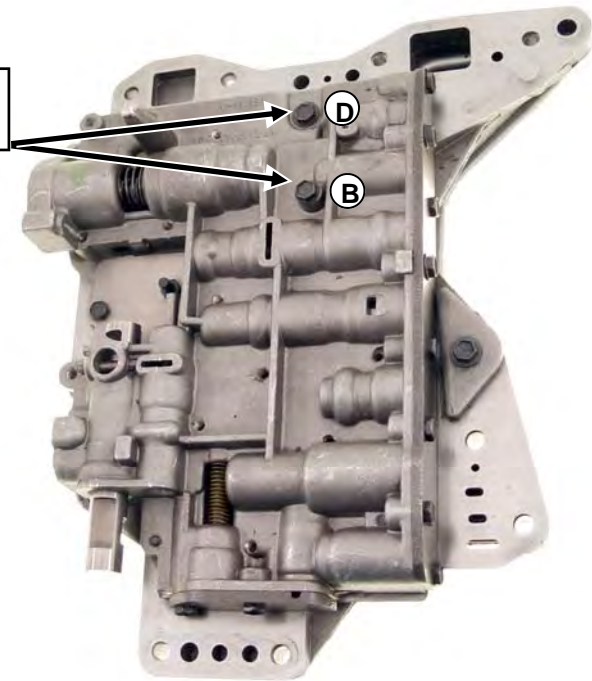
Step 3 Install 4 bolts shown and tighten 3 with driver.

Remove this alignment bolt after tightening 3 bolts shown.

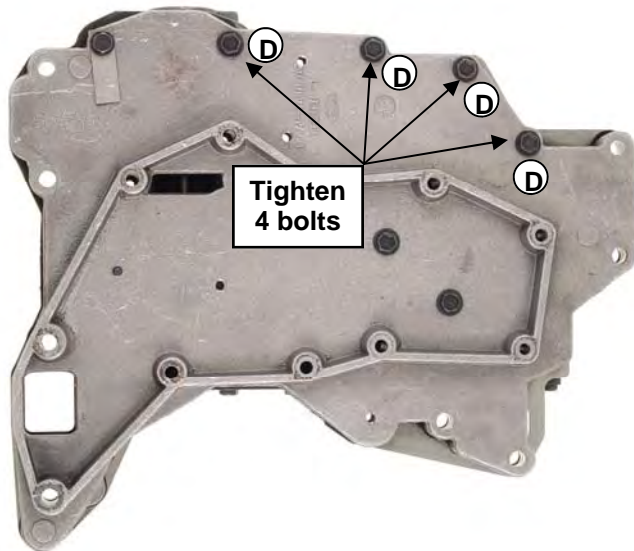


Tighten 2 bolts

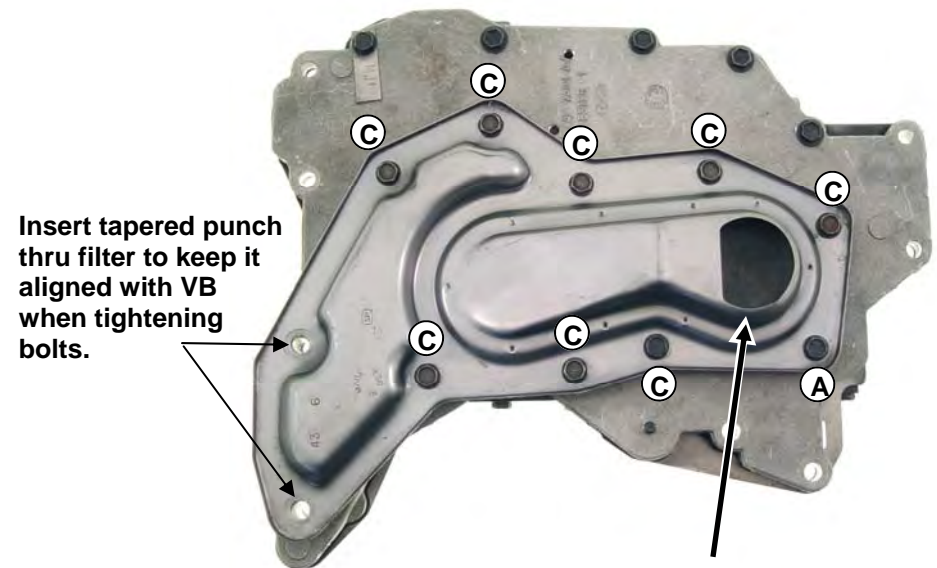
Preferred Tool
5/16" nut driver.
or
Grab an inch lbs. torque wrench and use torque specs on previous page if you're a big gorilla.



Step 5 Flip VB over and install & tighten 4 bolts with nut driver.

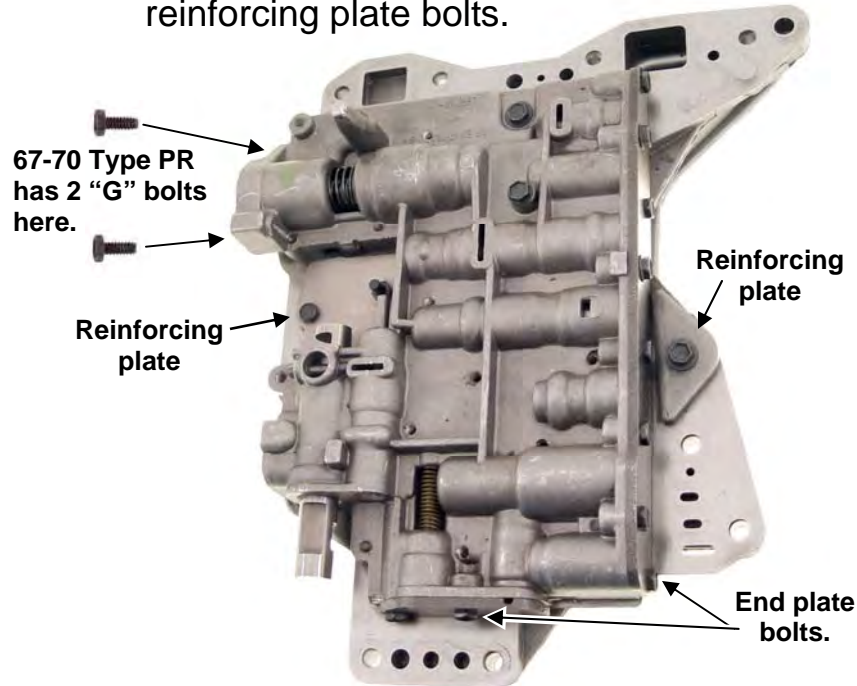


Step 6 Place filter on VB, install and tighten filter bolts with nut driver.



Watch out for this: Make sure pan does not press against filter opening. A pan bottom bent upward can restrict fluid flow thru filter and damage transmission. Use a mallet to flatten pan bottom.

Step 7 Tighten all end plate bolts and reinforcing plate bolts.



Additional Info:

It will not be necessary to run a kick down rod. It is best to have manifold vacuum connected to the modulator. If vacuum is not possible, leave tube on modulator open. Modulator **MUST** be used even if vacuum is not connected.

Converting back to Automatic:

1. Remove **white** spring and ball from channel casting. Page 4
2. Replace "manual" Gasket with "automatic" Gasket. Page 2
3. Remove **red** splitter spring and **pin** from 1-2 shift valve and **install original** inner spring on 1977 and later models **OR all other model years** use new **white** spring provided.

Operational Note: **NEVER** change vehicle direction unless wheels are at a complete stop!