

# SHIFT

# The 4L80E Kit

## TECHNOLOGY PRODUCTS

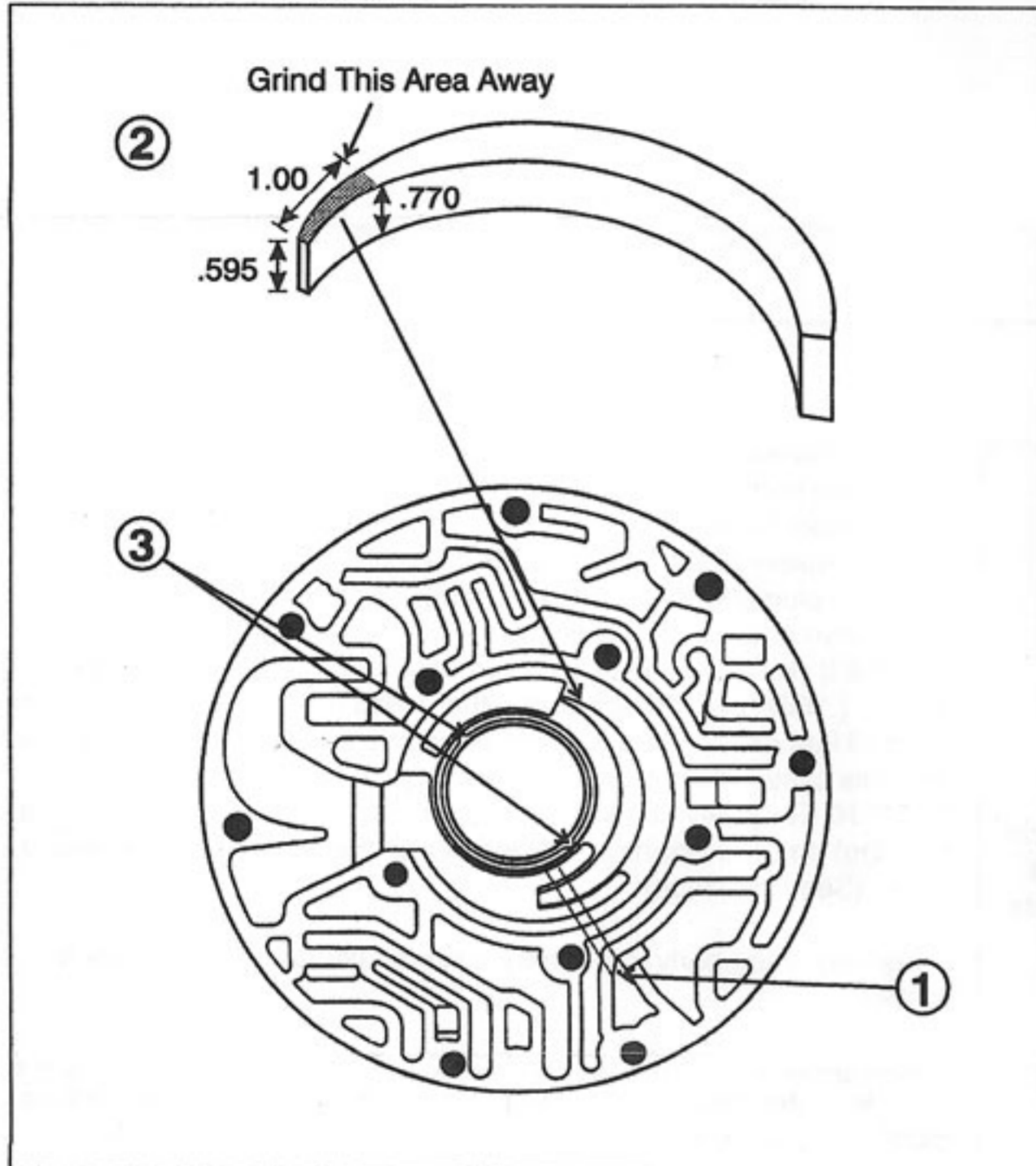
The Simple Solution

A DIVISION OF SUPERIOR TRANSMISSION PARTS, INC.

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### STEPS 1 Thru 3



### Services 1991 Thru 2010 Transmissions

**BEFORE YOU BEGIN** If unit is still in vehicle, disconnect harness from transmission before installing this Correction Package.  
**STEP 1** Drill drain back passage to 1/4" to 9/32". Drill bit not included.

**STEP 2** If your pump does not have a taper in the crescent, grind a taper as illustrated.

**STEP 3** If your pump does not have stake notches for bushing, file two notches as illustrated. Use Loctite®#271 when installing pump bushing and seal. Stake bushing into pump keeping the bushing seam away from the stake.

**STEP 4** Replace pressure regulator valve train with the supplied valve train and springs as illustrated. Steel plug with O-Ring, pressure regulator valve, **Blue** Pressure Regulator Spring, **Black** Bumper Spring, Shoulder Washer, Boost Valve and Sleeve. Reuse stock snap ring and roll pin. The PR Valve supplied gives full time lube. No cross-drilling of the pump is necessary.

Note: The smaller diameter of shoulder washer is installed toward the boost sleeve.

**STEP 5** Drill Separator Plate as follows, drill bits supplied.

#### Normal Duty

Hole C #48 (.076)

Hole D #59 (.041)

#### Heavy Duty

Hole A #41 (.096)

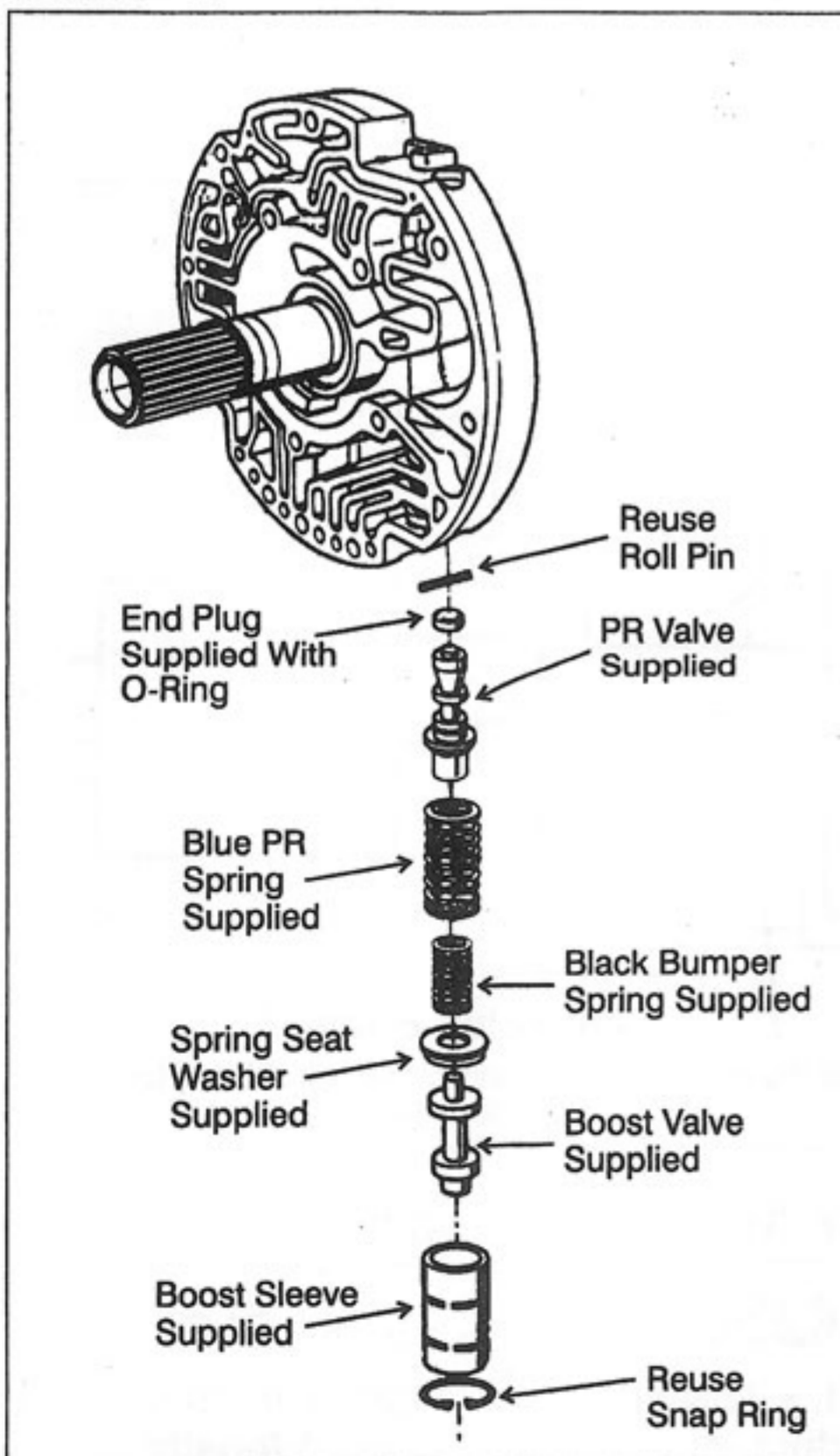
Hole B #41 (.096)

Hole C #48 (.076)

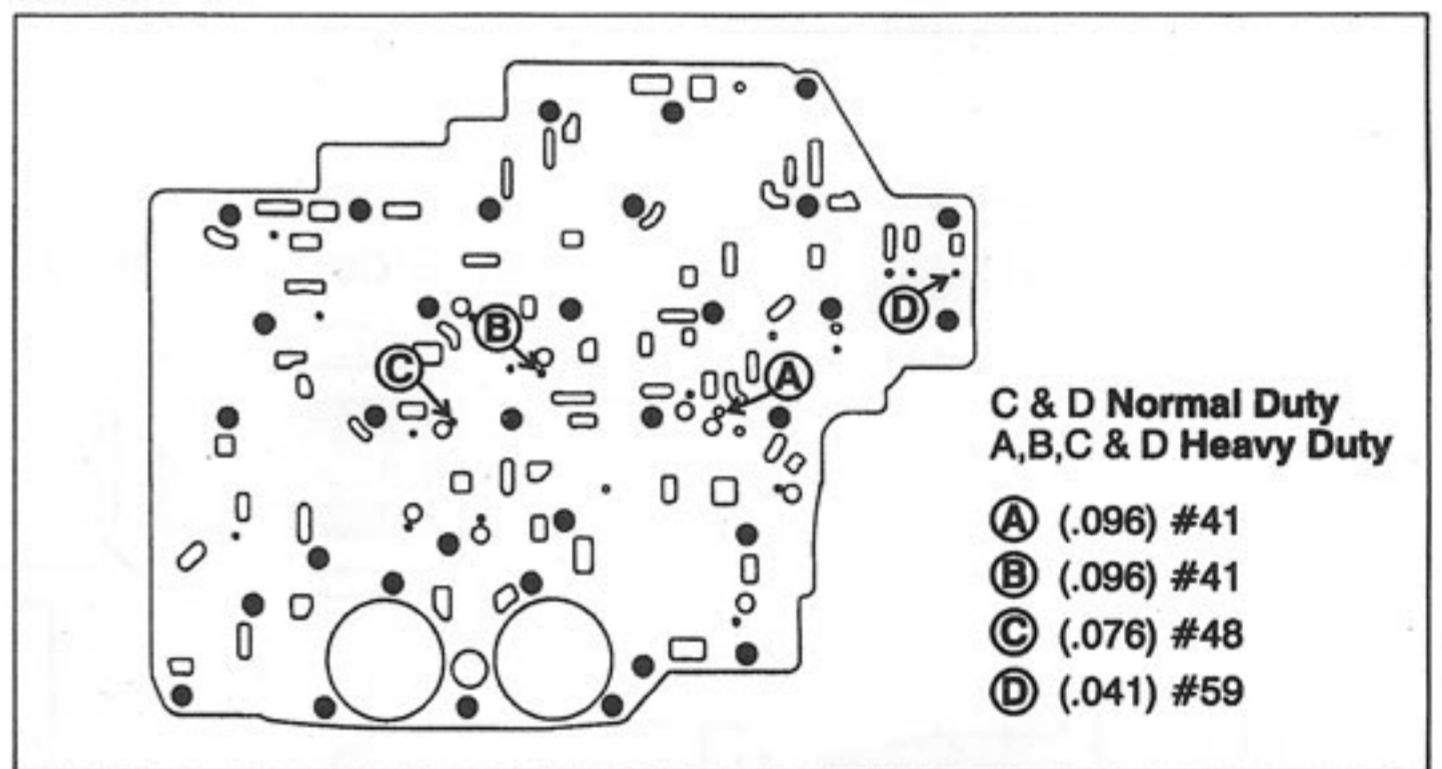
Hole D #59 (.041)

**STEP 6** Remove the shift solenoid feed filter from valve body by removing roll pin, plug, and manual valve from bore. Put a 1/4" drive 3/8" or smaller deep socket in manual valve side of bore and push manual valve back into bore, popping filter out the other side. Install supplied bore plug with O-Ring A and filter B into bore as shown. Insure bore plug bottoms out in bore. Install the end plug with O-ring (C) supplied. Reuse the original roll pin.

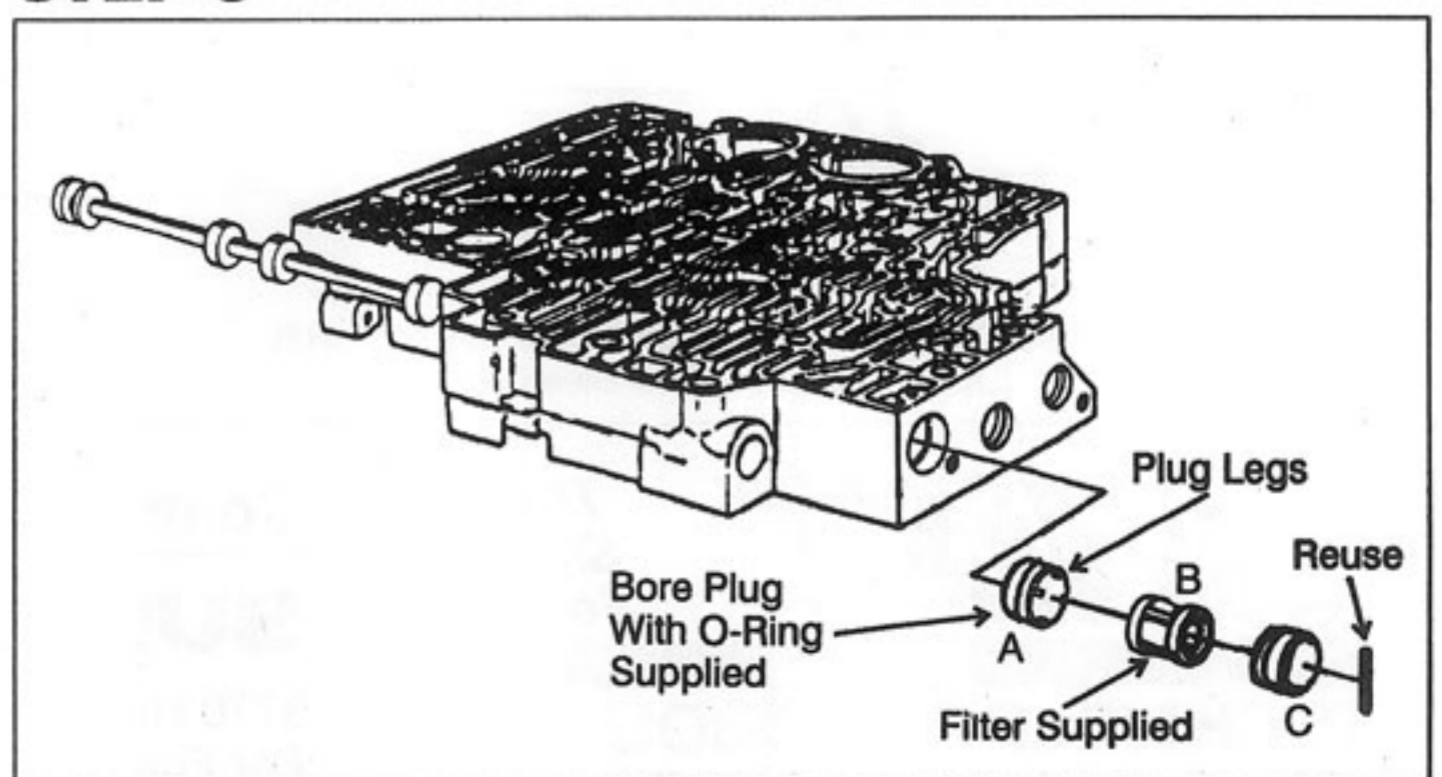
### STEP 4



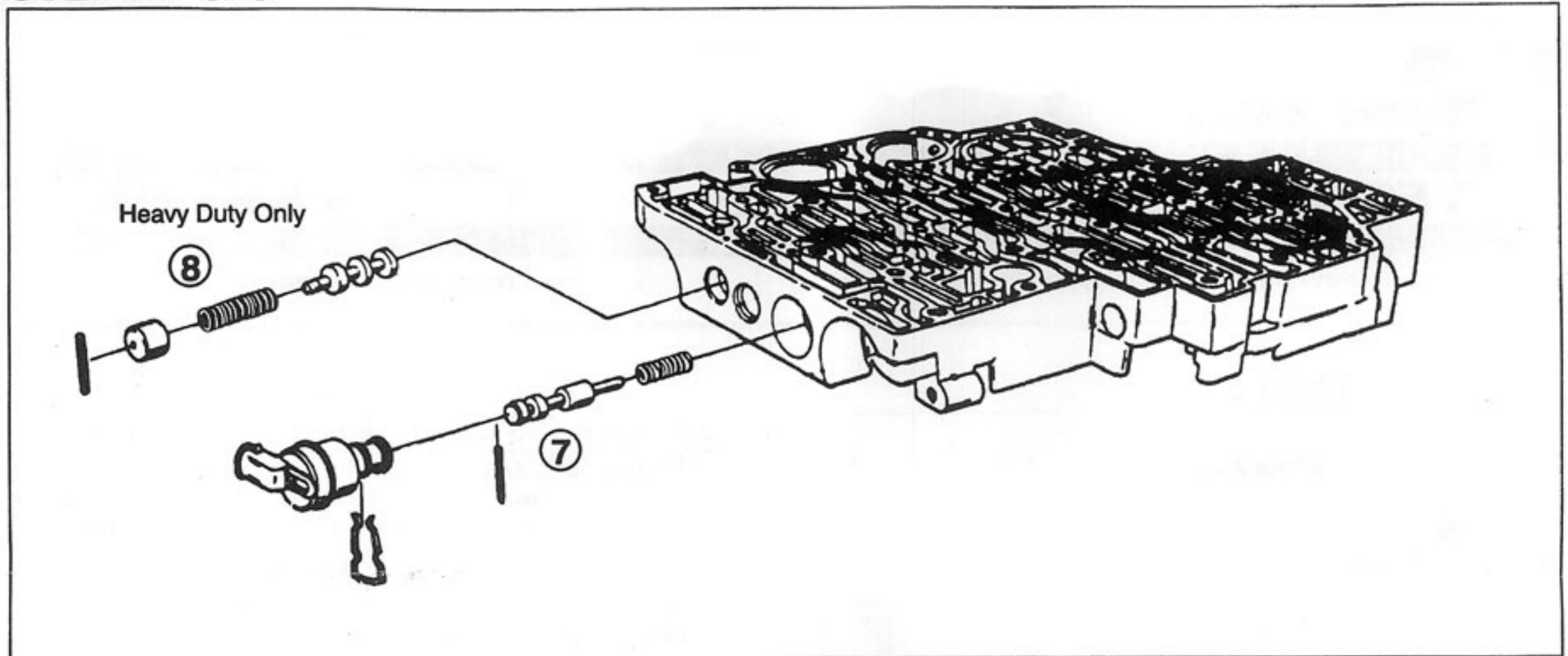
### STEP 5



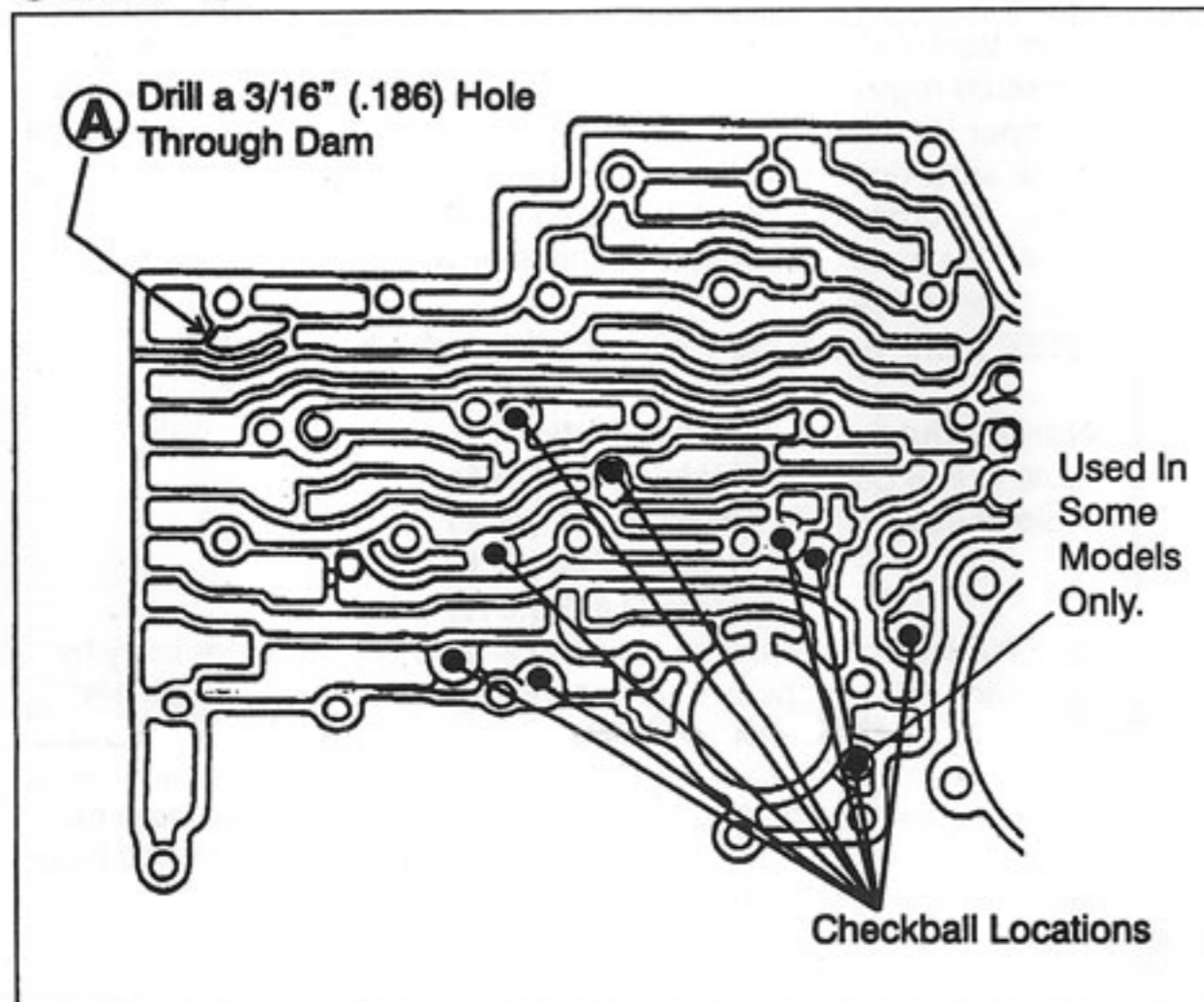
### STEP 6



## STEPS 7 & 8



## STEP 9



**STEP 7** Remove the TCC solenoid and the TCC regulator apply valve from valve body. Replace valve with the anti-shudder valve supplied and reinstall roll pin and solenoid.

**STEP 8 Heavy Duty Towing Only.** Remove the accumulator valve bore end plug and discard stock spring. Place white spring supplied on to valve and reinstall end plug.

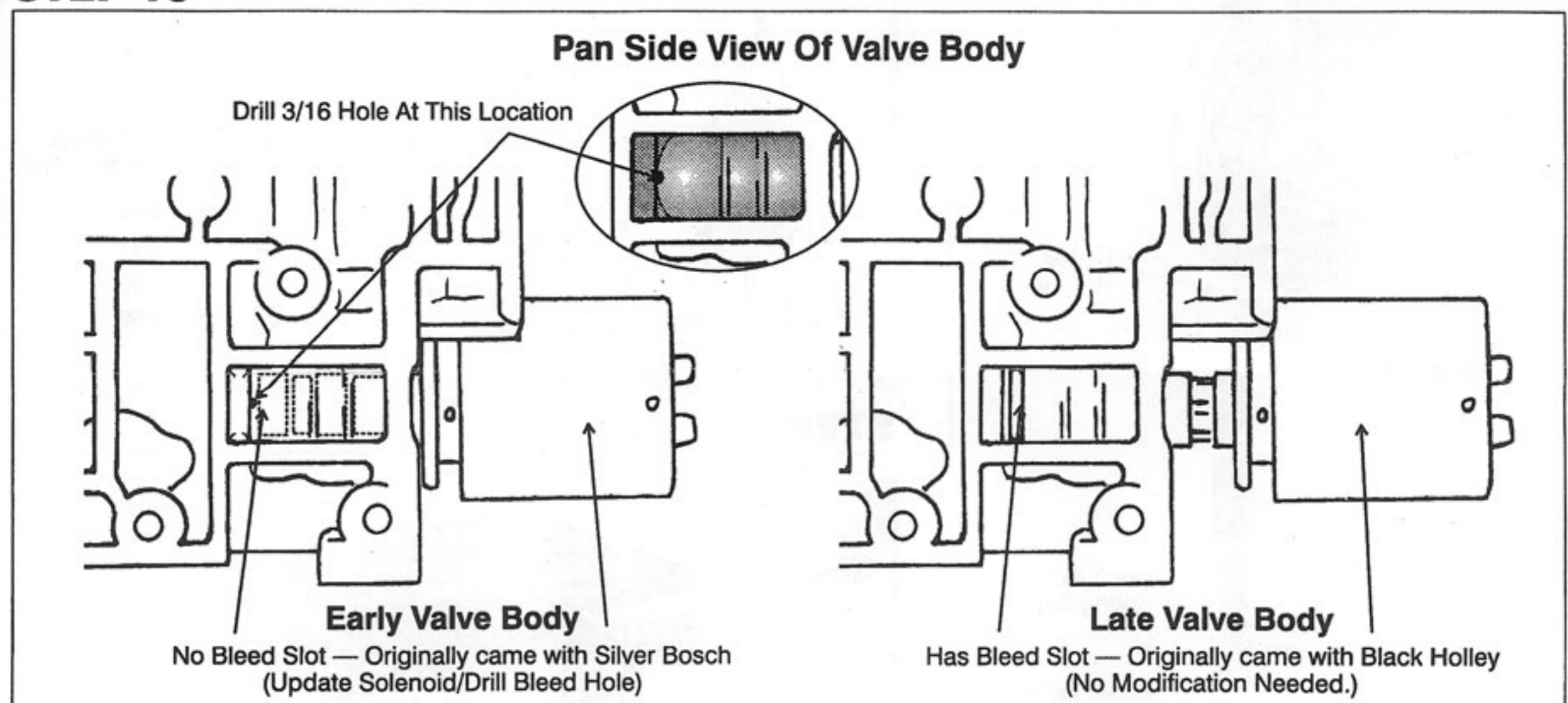
**STEP 9** If you are working on a late case with a wall at location A, drill a 3/16" (.186) hole through wall with the drill bit supplied. Drill location A on all late cases. This will also allow any gasket or plate to be used with this case. Place check balls as shown.

**STEP 10** Early valve bodies came with a Bosch EPC solenoid (silver housing) and **did not** have a bleed slot at the bottom of the solenoid bore. (See illustration)

If working on an early valve body, always update the valve body as follows:

1) Using the 3/16 (.186) bit supplied, drill a bleed hole connecting the outside of the valve body to the bottom of the solenoid bore. Drill as close as possible to the bottom of the bore so the snout of the solenoid does not block this bleed hole when installed in the bore. Replace the Bosch EPC solenoid using an aftermarket or Holley EPC solenoid (GM#8684217) and support bracket clip (GM#8684216)

## STEP 10



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Comments or Additional Information:

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