

# SK<sup>®</sup> 4L30E

1991-2004 Isuzu, BMW, Cadillac

Reduces/Corrects/Prevents:

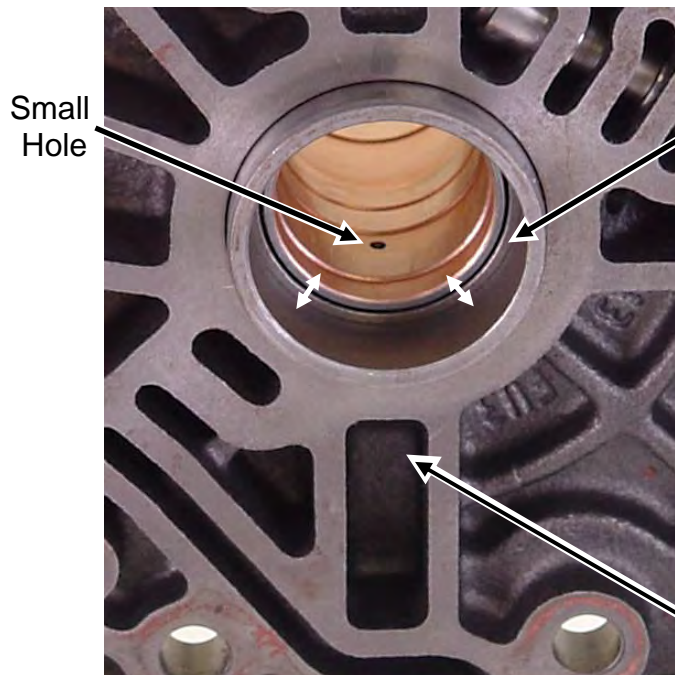
Chronic Low Band Failure, 2-3 Cut-loose,  
Direct Clutch failure.



We recommend you use a press to install bushing. Make sure you guide bushing in straight or damage to bushing will occur.

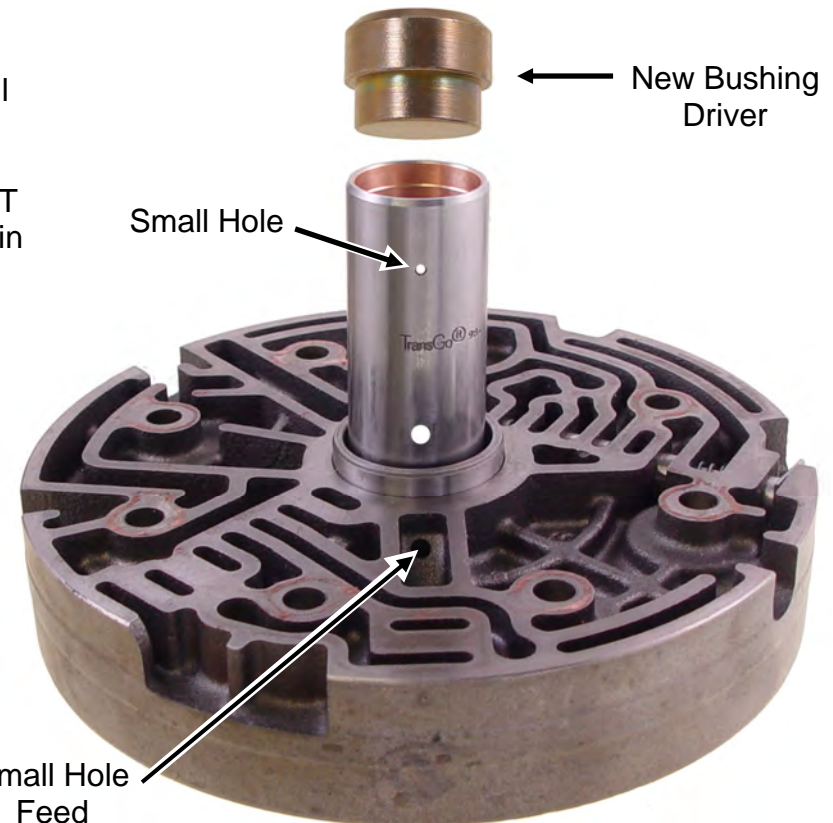
## Step1

**Support Bushing Installation:** Using new bushing driver provided, press old bushing out using care not to gouge the bore of the support where the bushing installs. Press New TransGo<sup>®</sup> Support Bushing into support. Small hole in bushing must line up with Small Hole Feed in support. Insert 3rd Drum Shaft into support. Must turn freely.



Press bushing in until flush with ledge. Blow air into Small Hole Feed. Air MUST come out small hole in bushing.

Shaft must turn freely in bushing—No drag.



## Step 1 Pump Alignment Procedure:

### DO NOT INSTALL FRONT SEAL YET!

Gently rocking bell housing on converter hub before assembly will flatten any high spots caused by driving or pressing in a new bushing. Now with a smooth converter bushing installed, lube and assemble pump parts. Install center pump bolts finger tight then back off a 1/2 turn leaving them loose. Insert **Tapered** Alignment tool until it binds between converter bushing and stator shaft. Do not drive it in! Re-align bolt holes if needed and tighten center pump bolts to 15 foot pounds. Remove alignment tool. Now install front seal.



Warm Alignment tool in hot tap water for 1 minute before using works best!

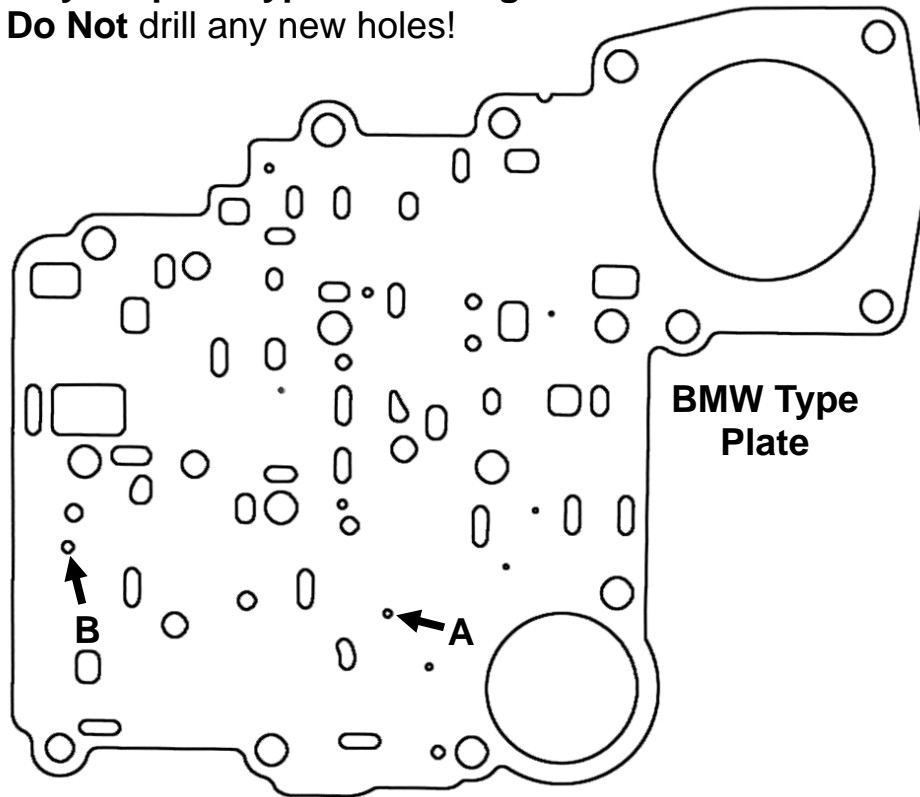
So easy, you'll love it!



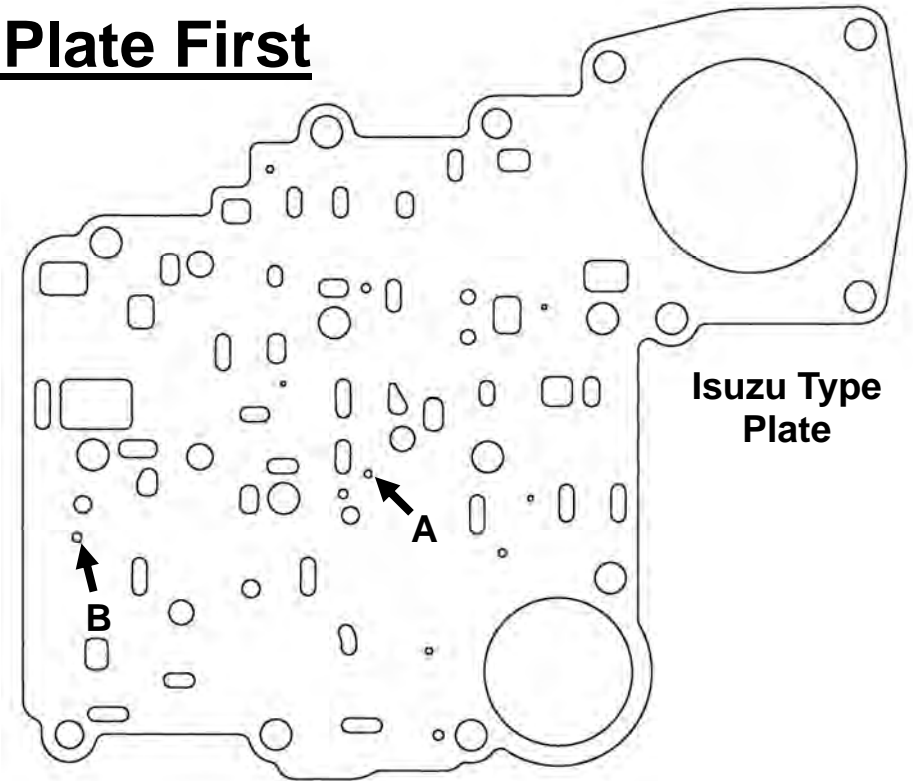
**Mr. Shift**

## Step 1

Locate holes A&B which match the locations for **your plate type** and **enlarge** them to .110  
**Do Not** drill any new holes!



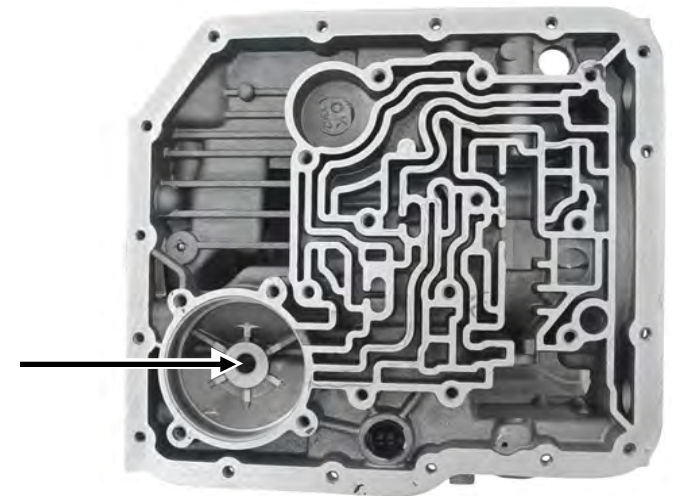
## ID Plate First



## Avoid a Headache!

Band apply pressure does NOT go away in 3rd and 4th. It is the RELEASE oil which pushes the band off on the 2-3 shift against servo apply. The release oil pressure is above the servo pushing it downward. If your servo pin bore is wore out, you have a leak in the release oil. Depending on the amount of wear it can slip 3rd and/or 4th as well as drag the 1-2 band and cause premature band failure.

Parts to fix this issue are available at [www.servobore.com](http://www.servobore.com)



## PWM Type Pump Stator ID



**PWM** type pump & trans did **NOT** use orifice capsule in the nose of the input shaft and requires a **Woven Carbon** lining converter.

Clean bushing and valves during overhaul!



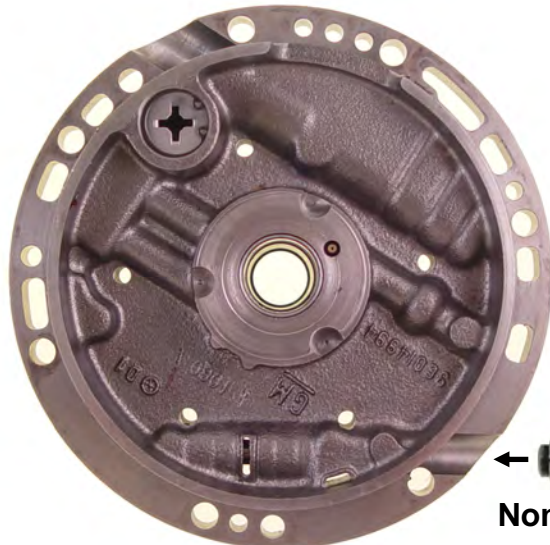
**PWM TYPE TCC VALVE ASSY**

PWM has an open hole here. No Capsule!



Input Shaft

## Non-PWM Type Pump Stator ID



**Non PWM** type pump and trans should have an orifice capsule installed in the front of the input shaft and is used with a **Paper** lining converter.



Non-PWM has orifice Capsule here.

Input Shaft



**Non-PWM TYPE TCC VALVE ASSY**

### Heads Up!

The programming in the computer matches the type of pump & converter used in the trans. Use extra care when swapping parts.