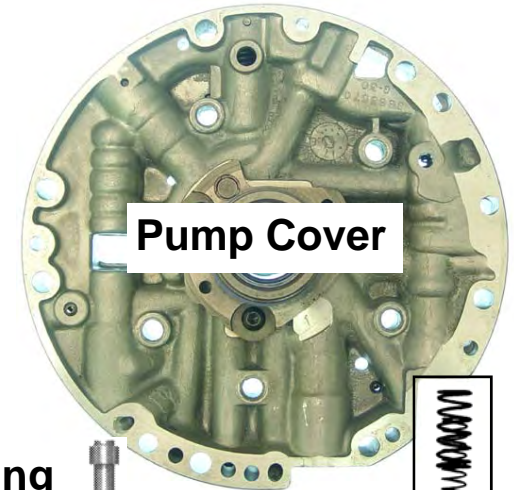




700-2&3 Reprogramming Kit™



Pump Cover

Your choice: Stick Shift or Automatic.

Full Race--Automatic: Full automatic shifts in "D". Holds any gear to any speed with shift lever. Backshifts to any gear to any speed by moving shift lever. High throttle 3-4 shift is controlled by lever.

Full Race--Stick Shift: Manual shift only. Trans will start off in what ever gear lever is in. Will shift to any gear, at any speed, by moving lever.

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.



PR valve

GREEN

Install **GREEN** spring.

Lockup Valve:
No need to disassemble.



Step 2 Boost Valves & Bushings

Mic the small land on the Int/Rev valve. If it is smaller than .262 diameter you will need a larger size to produce a really firm manual 1-2 shift. Order **TransGo 7-300** valve.

Int/Rev Valve

Big land
Small land

Int/Rev Bushing



Apply hole

Place flat end of the boost valve on the **SPOT** that it fits.

Don't use size "A".

Need a boost valve?

Small block use: **TransGo 7-422**

Big block use: **TransGo 7-472**

Full race use: **TransGo 7-500**



.395



.422



.471 up

Circle size installed for selection of line bias spring on **Page 4, Step 3.**

TV Boost Valve

Flat end
Stem end

TV Boost Bushing



Step 1 Identify Valve Body.

Circle VB Type Here or Here.

Type 1

HAS holes A and B.

Type 2

No hole B.

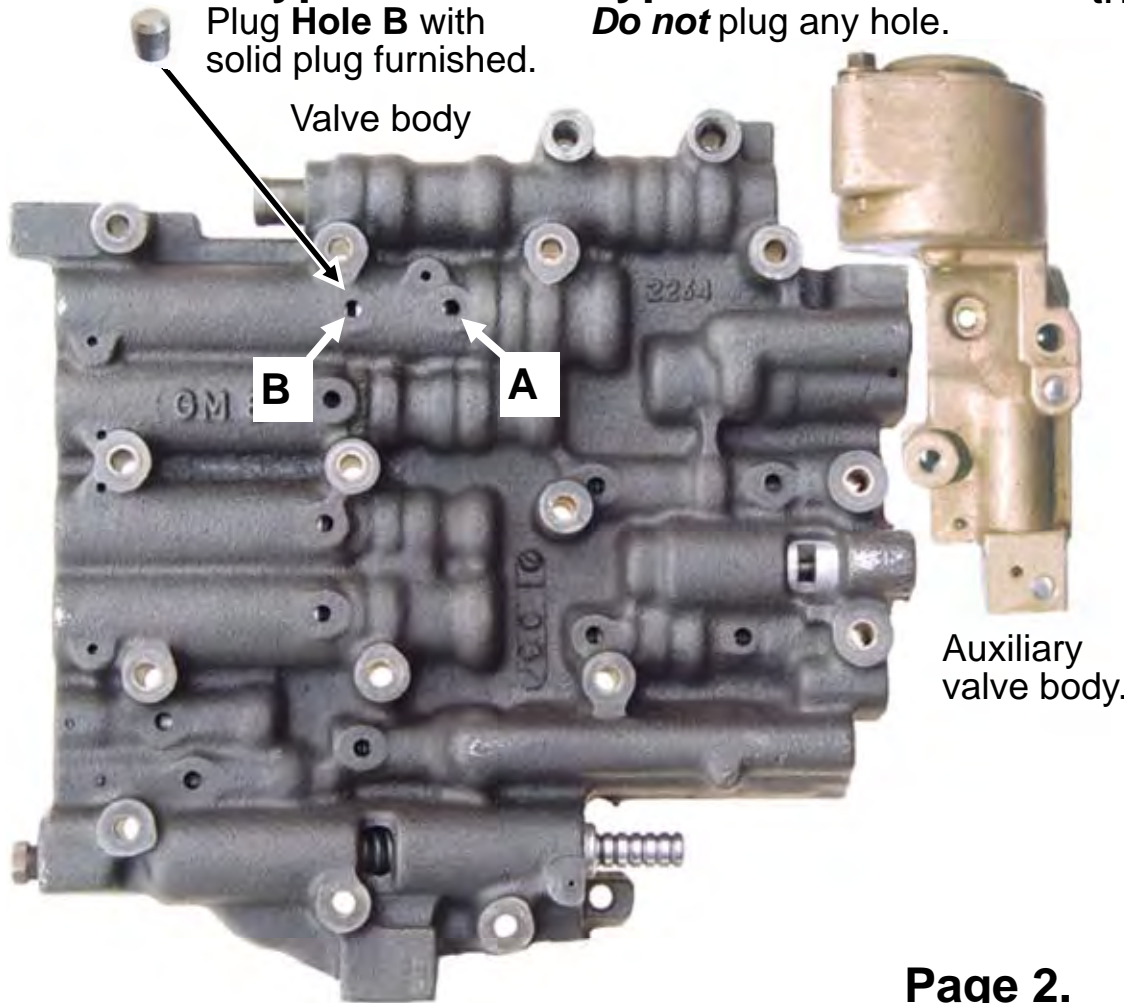
Type 1

Plug **Hole B** with solid plug furnished.

Valve body

Type 2

Do not plug any hole.



Page 2.

Automatic Shifts

Follow instructions, but **Do Not** do the items that say “**STICK ONLY**”.

Stick Shift

Follow **All** the instructions **including** the items that say “**STICK ONLY**”.

Type 1 With Automatic Shift

With **Type 1 VB** the 3-4 shift will not be delayed above 1/2 throttle nor will it have passing gear at high speed from 4th to 3rd. The high throttle 3-4 shift is manually controlled with the shift lever. So when you do not want 4th, place the lever in “3”, and when you want 4th move the lever to “4”.

With Type 1: If you want a later high throttle 3-4 upshift or higher speed 4-3 downshift, install **TransGo 7-4-V** special 3-4 shift valve.



Mr Shift ®

“Thanks for Listening”

Drilling holes through partitions:

Aim an ice pick on the angles shown about 1/8" down from the top of the partition and smack it smartly with a hammer to make a dink. Then drill a .110 hole on the same angle. Then enlarge one hole with .157 drill where it says to. .110 and .157 drills are furnished.

STICK ONLY

Drill .110 hole thru these two partitions on the angles shown.

Step 1

Circle VB Type below. Then Drill partition for that type of valve body.

Type 1 VB: Drill .110 hole thru partition on angle shown. Then **enlarge** with .157 drill.

What type of Valve Body?
See page 2 Step 1.

Type 2 VB: Drill .110 hole thru partition into the bathtub. Then **enlarge** with .157 drill.

Step 2

Remove and discard 3-2 control valve and spring. New valve/plug/spring installs **Page 4, Step 4.**

A. Drill .110 vent hole through the bottom of this passage.



B. At the right end of this passage, drill a .110 hole into the valve bore.

Do not drill through to the bottom of the bore.

With a small file reach in bore and de-burr the hole or use old valve to remove the burr. Clean the bore.

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.

C. SPACER
inside Spring.

US PAT- 4711140

TV VALVE

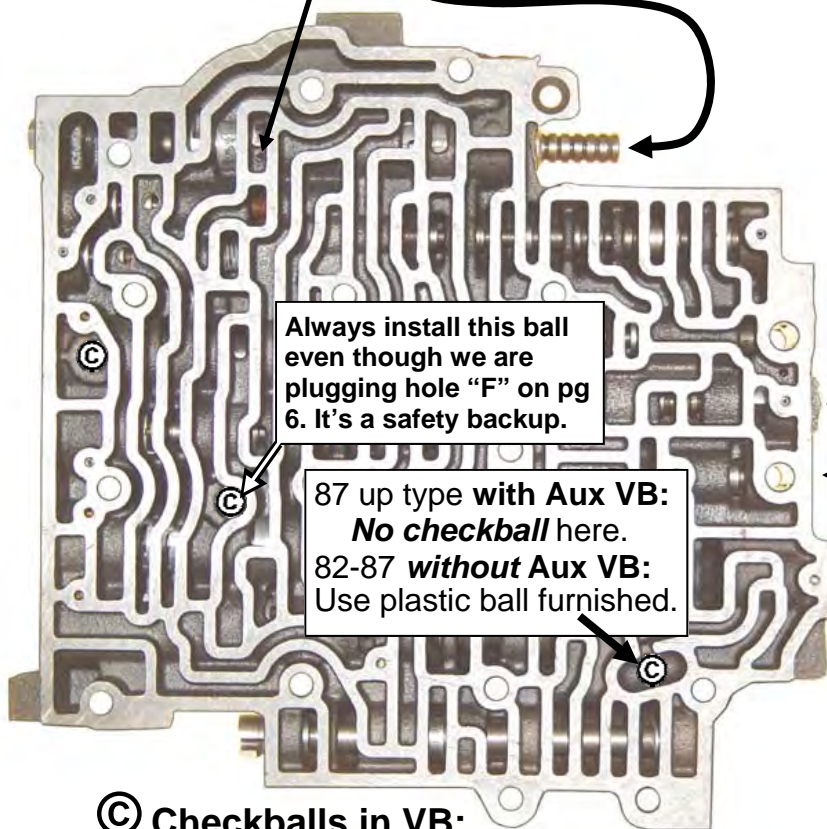
SHIM

TV plunger

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

E. Install SHIM

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.



Always install this ball even though we are plugging hole "F" on pg 6. It's a safety backup.

87 up type with Aux VB:
No checkball here.
82-87 **without** Aux VB:
Use plastic ball furnished.

© Checkballs in VB:
Trans *without* auxiliary VB install 3 balls.
Trans *with* auxiliary VB install 2 balls.

Step 2 2nd Accumulator Valve:
Firm *crisp* shift, **BROWN** spring.
Firmest shift, **WHITE** spring.

Step 3 Line Bias Valve:
Page 1, Step 2 which size boost valve?
"B" .422 Install **RED** spring.
"C" .471up Install **BLUE** spring.

Step 4 New Valve and Plug:
If *large* valve/plug fits bore:
Install it with **WHITE** spring.
If *small* valve/plug fits bore:
Install it with **YELLOW** spring.

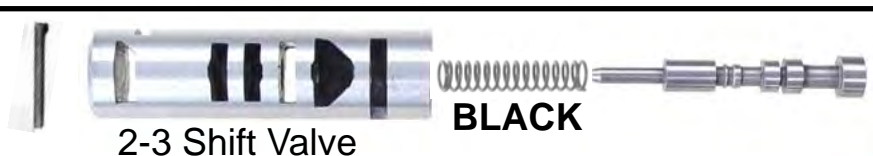
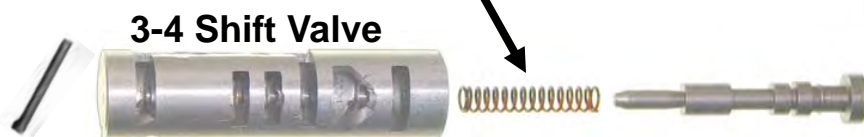
What Type Valve Body?

See page 2 step 1.

Step 1 Circle VB Type.

Type 1 If vehicle has 3.73 or deeper axle ratio, install **ORANGE** spring.

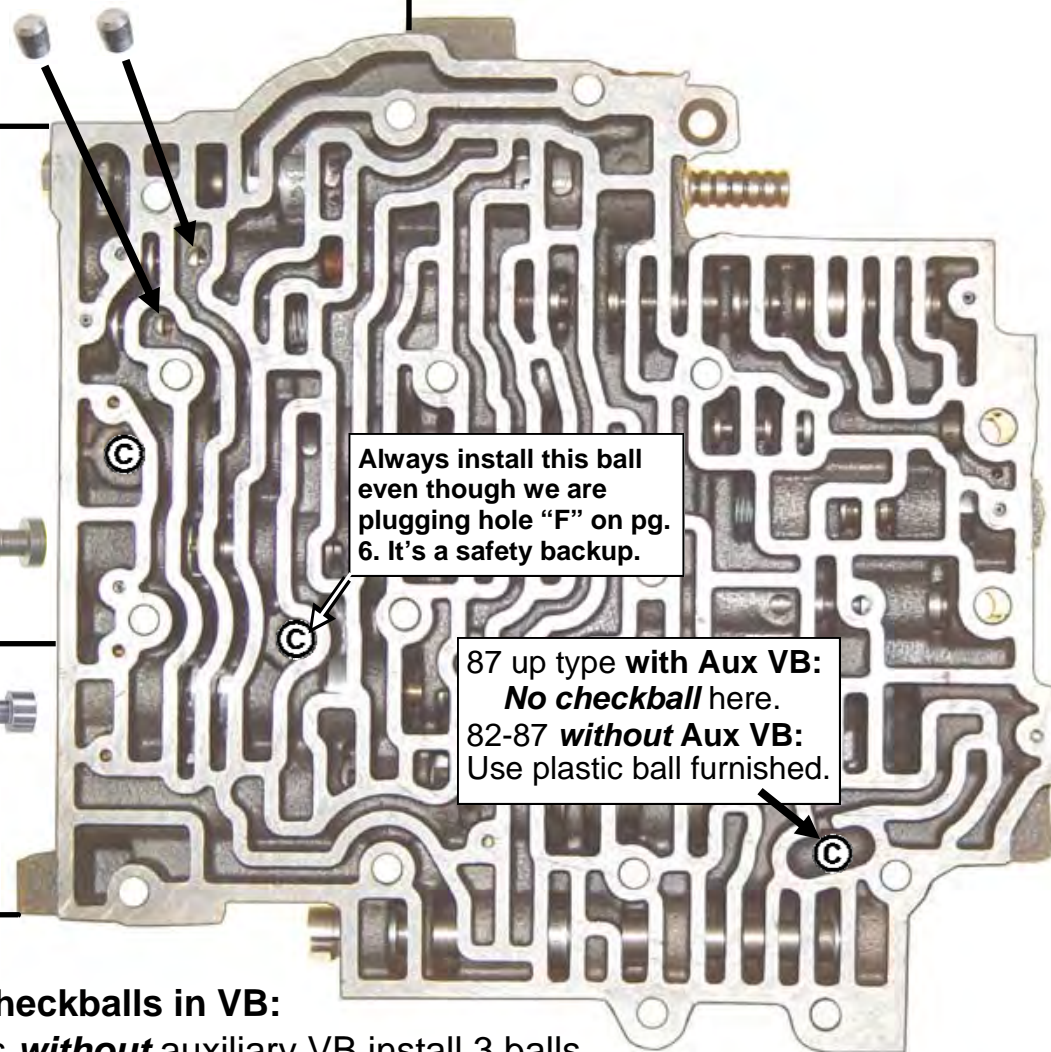
Type 2 Leave it as is.



STICK ONLY

STICK ONLY

Drive 2 solid plugs furnished into these holes.



© Checkballs in VB:

Trans **without** auxiliary VB install 3 balls.

Trans **with** auxiliary VB install 2 balls.

Separator Plate Location & size

With Type 1 VB

Plate **must** have Holes 3&4.

Plug Holes 5, F & H

A* = .157 [3rd]

B** = .073 to .086 [2nd]

C, D & E = .157

G = .110

With Type 2 VB

If plate has hole 4, plug it.

Plug Holes 5, D & F

A* = .157 [3rd]

B** = .073 to .086 [2nd]

C & E = .157

G = .110

With Auxiliary VB

Plate **must** have Hole 1.

Without Auxiliary VB

Plate **must** have Hole 2

* **Listen up** Install Plate on case with bolts through holes "Z". Look through hole "A". If hole overhangs case partition, file the partition until the hole is not blocked.

** **2nd Gear shift feel options.**

Firmer 1-2 shift: Hole B .093 to .096

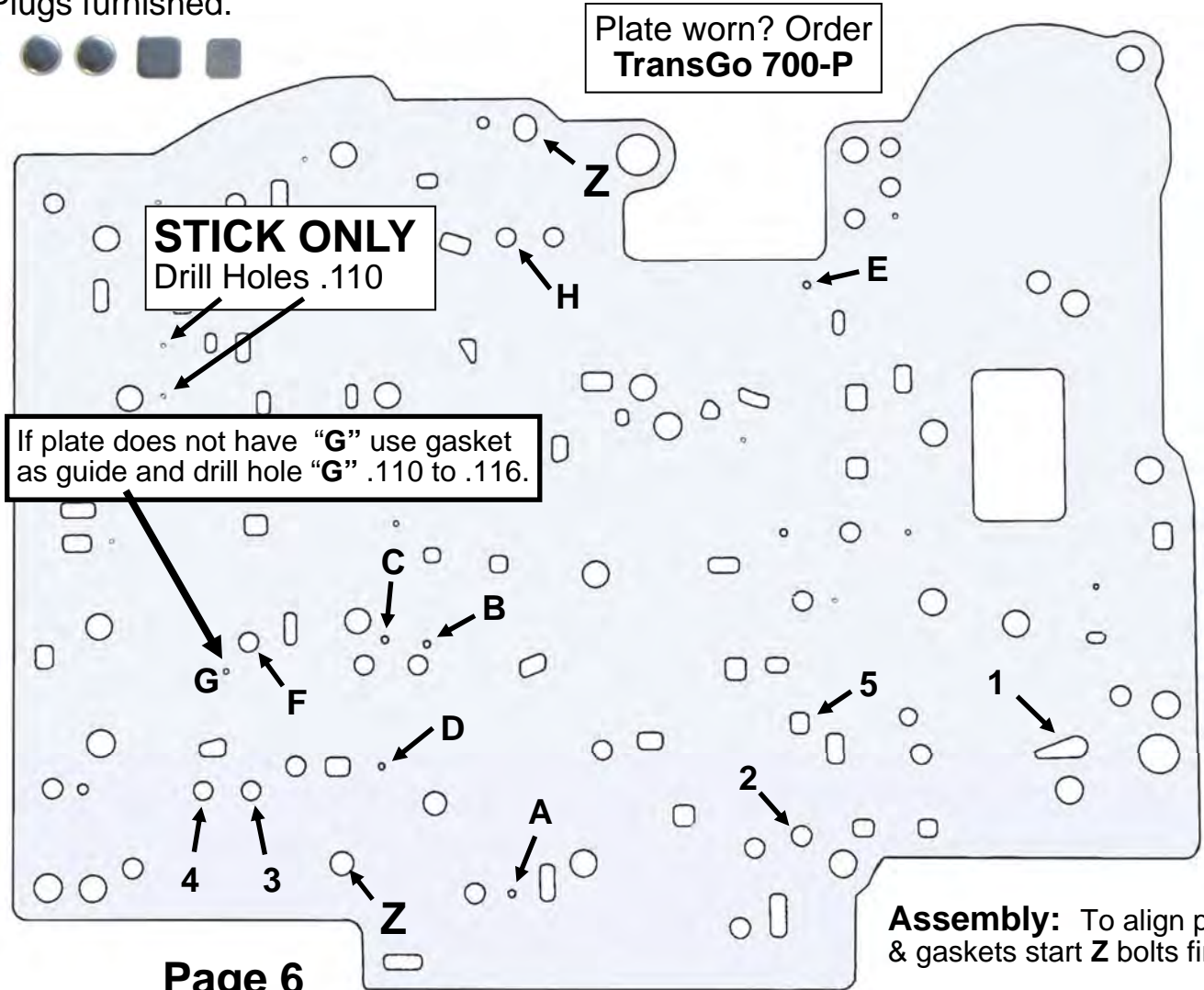
Firmer 1-2 shift: Hole B .101 to .110

Plugging Holes in Separator Plate: Turn a 3/8 or larger drill bit **by hand** on both sides of plate to make a slight chamfer on the flat sides of square holes and round holes that will be plugged. Place plate on cement floor or steel bench and insert plug that fits hole. Hold plate down, close to hole, and smack the plug 3 or 4 times with 6 to 8oz hammer. File plug flush with the plate on both sides. Use a new sharp file.

Plugs furnished.



Plate worn? Order
TransGo 700-P



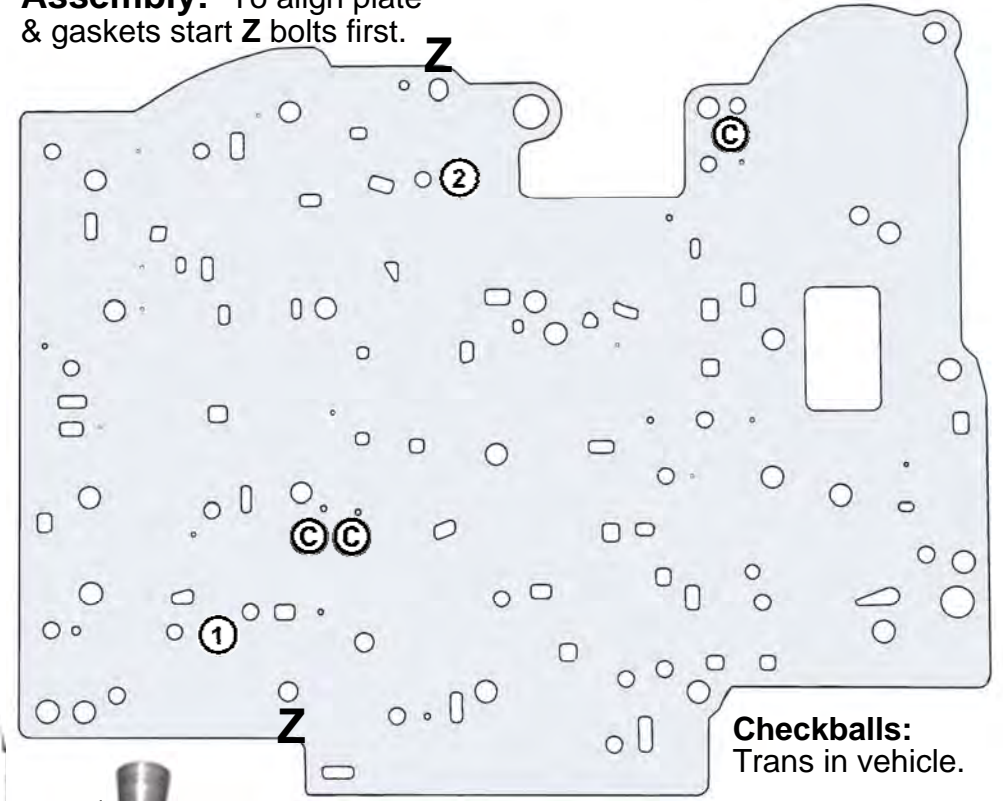
Checkballs © Steel .250 diameter

Circle VB TYPE

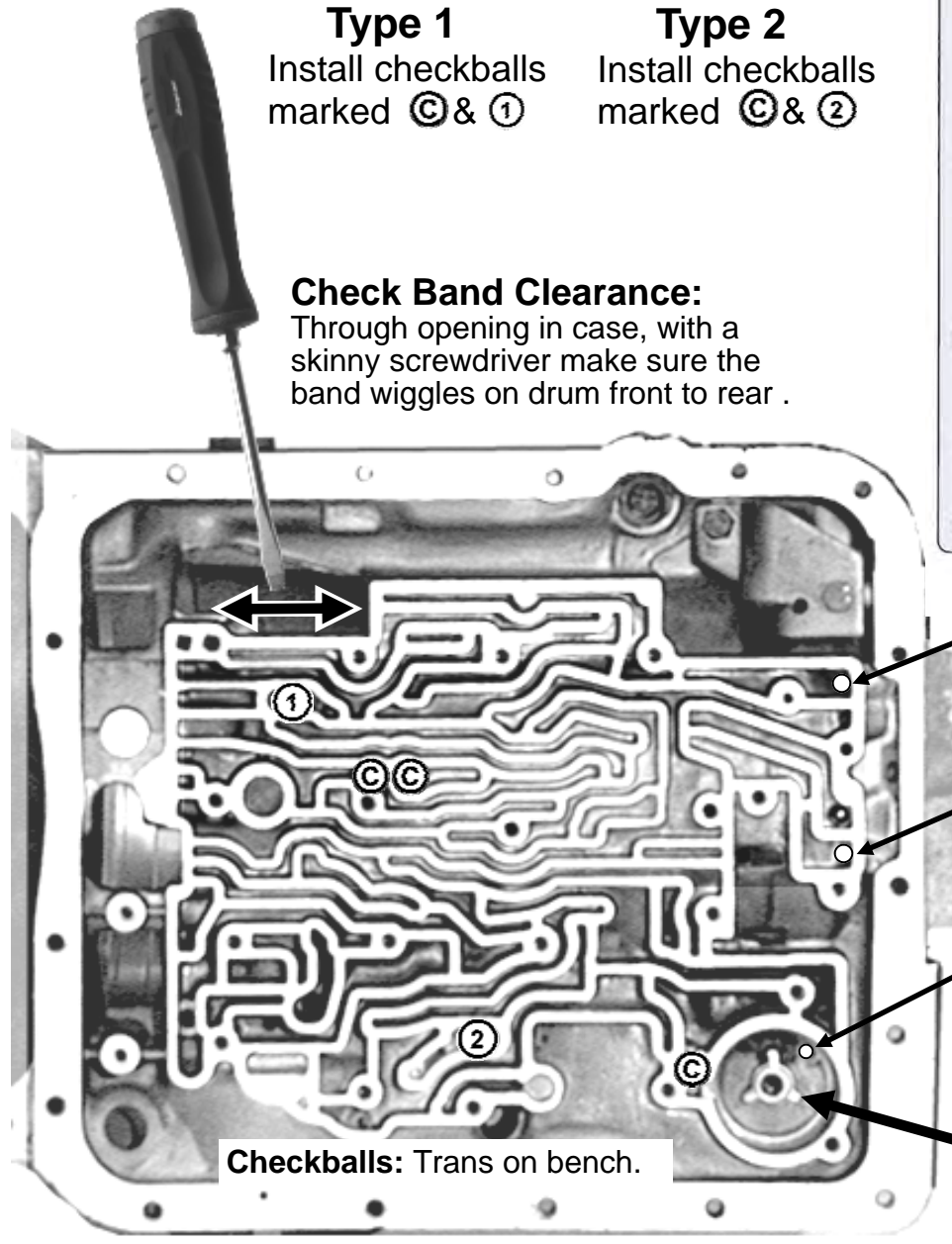
- | | |
|------------------------------------|------------------------------------|
| Type 1 | Type 2 |
| Install checkballs
marked © & ① | Install checkballs
marked © & ② |

Check Band Clearance:
Through opening in case, with a skinny screwdriver make sure the band wiggles on drum front to rear .

Assembly: To align plate & gaskets start Z bolts first.



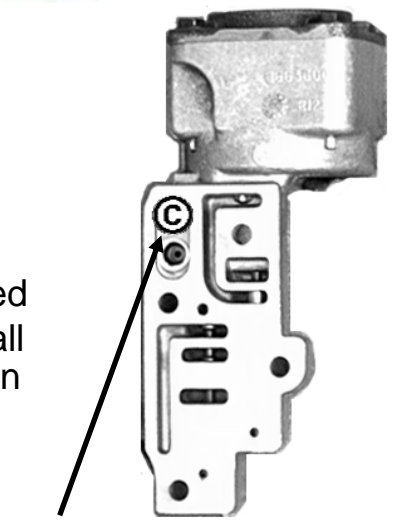
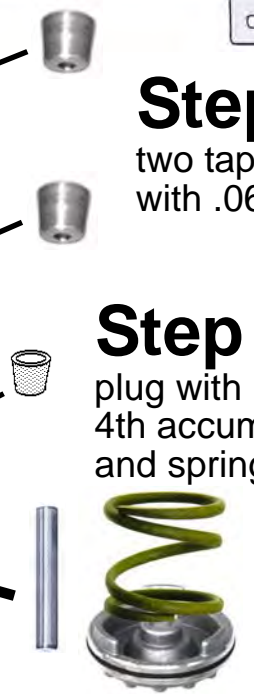
Checkballs:
Trans in vehicle.



Checkballs: Trans on bench.

Step 1 Install two tapered orifices with .063 holes here.

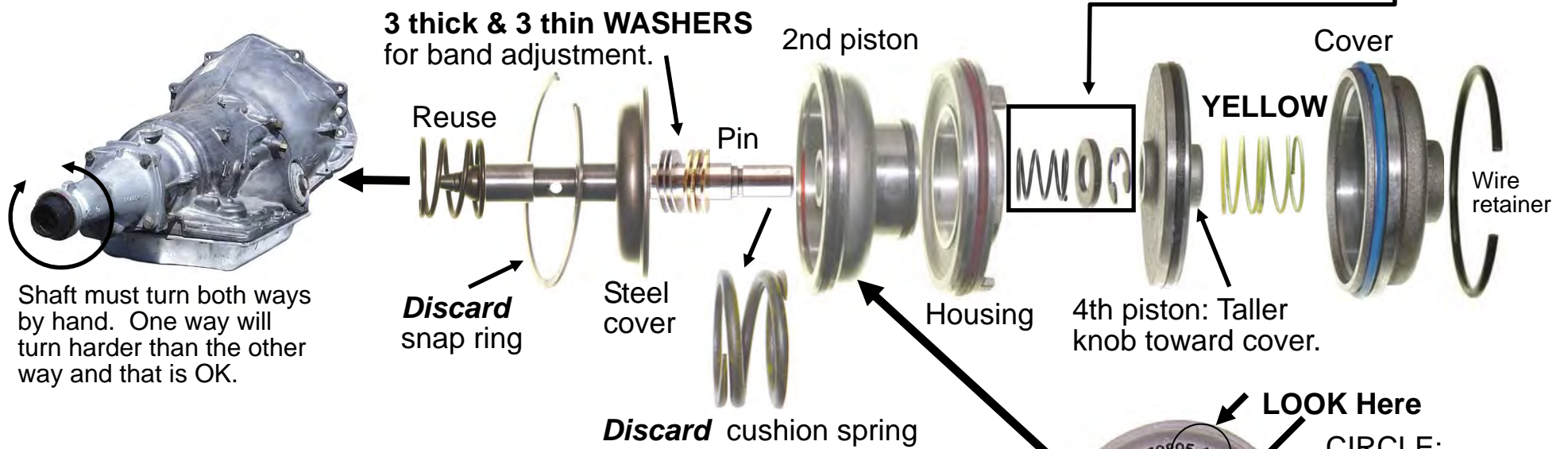
Step 2 Install tapered plug with *no* hole. Reinstall 4th accum piston, guide pin and spring.



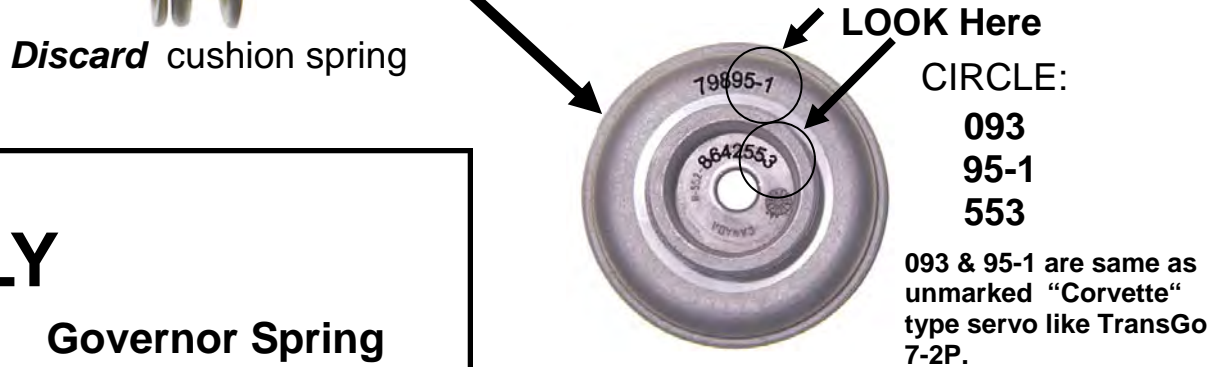
Auxiliary valve body
One .250 checkball

Step 1

Band Adjust: Install 3 thick and 3 thin washers on the pin and assemble all parts as shown except *temporarily* leave out, “E” clip, washer and spring as shown in box. Remove one shim at a time until band will just wiggle on drum front to rear (see page 7) or you are able to turn the drive/output shaft both ways by hand. Then remove **one thin shim** and reassemble entire unit **including** “E” clip, washer and spring.



Shaft must turn both ways by hand. One way will turn harder than the other way and that is OK.



2nd Piston
 Firmest shift: Use 093/ 95-1
 Small Engine: OK to use 553.
Don't use 554.
 Need a 2nd piston?
 Order **TransGo 7-2P.**

