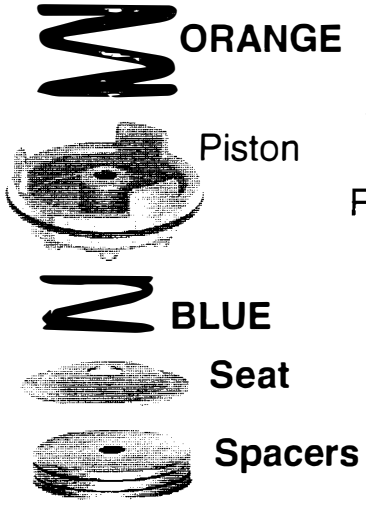
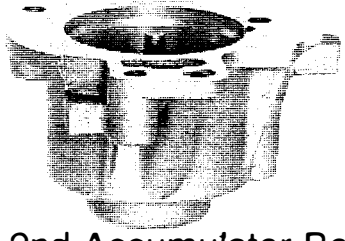
4L60E-HD2-A Reprogramming Kit

Corrects/Reduces/Prevents

3/4 Clutch and 2nd Band Burnup
Bang, Bump or Slide Bump 1-2 Shift
Reverse to Drive Cutloose/delay Bang
Neutral to drive Cutloose/delay/bang
Forward & Low/rev clutch burnup
Long and/or soft aggravating shifts

Step 1 **2nd Accumulator**
Discard original springs. Install one *spacer, spring seat and new springs.
*Spacers adjust 1-2 shift firmness:
Full race and high stall converter use 3.
Very firm street and strip use 2.
Crisp to firm use 1. Comfort use none.

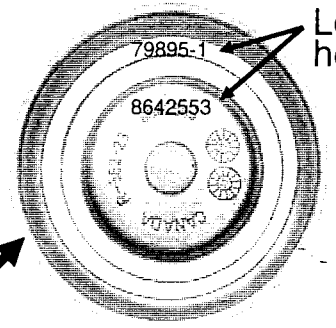



2nd Accumulator Body

2nd Piston Number

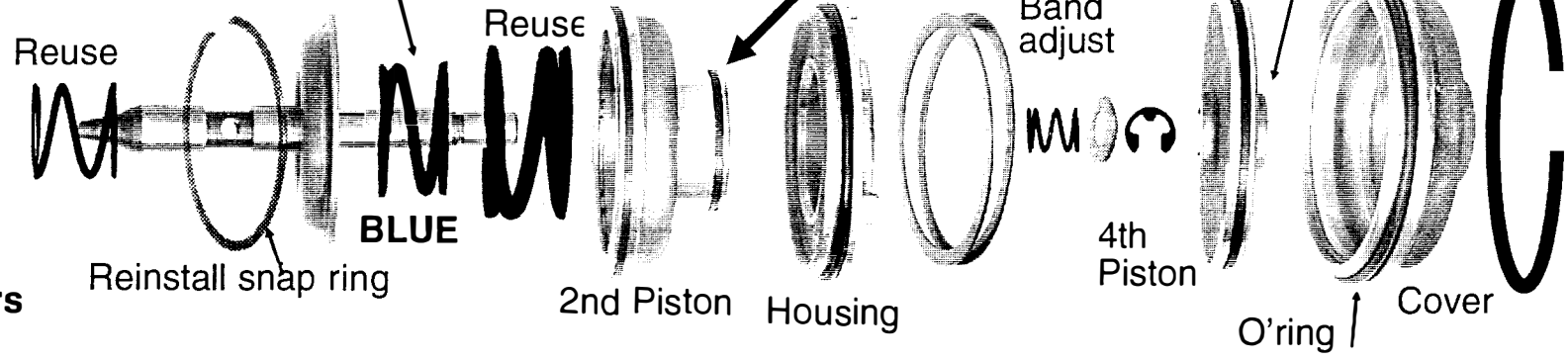
Step 3 Circle the number that matches the last three numbers on the 2nd piston.

Circle it again at the top right of page 2. Don't use 554 piston in HD or HI-Perf.



CIRCLE:
553
093
554
95-1

Step 2 Install **BLUE** cushion spring inside the original cushion spring and reassemble.



Band Adjust: Install 2nd piston assembly and housing into the case. Install 2 shims against the housing. Install 4th piston and cover **without the O'ring,** then the wire retainer. Band must wiggle on drum front to rear 1/16" or more.

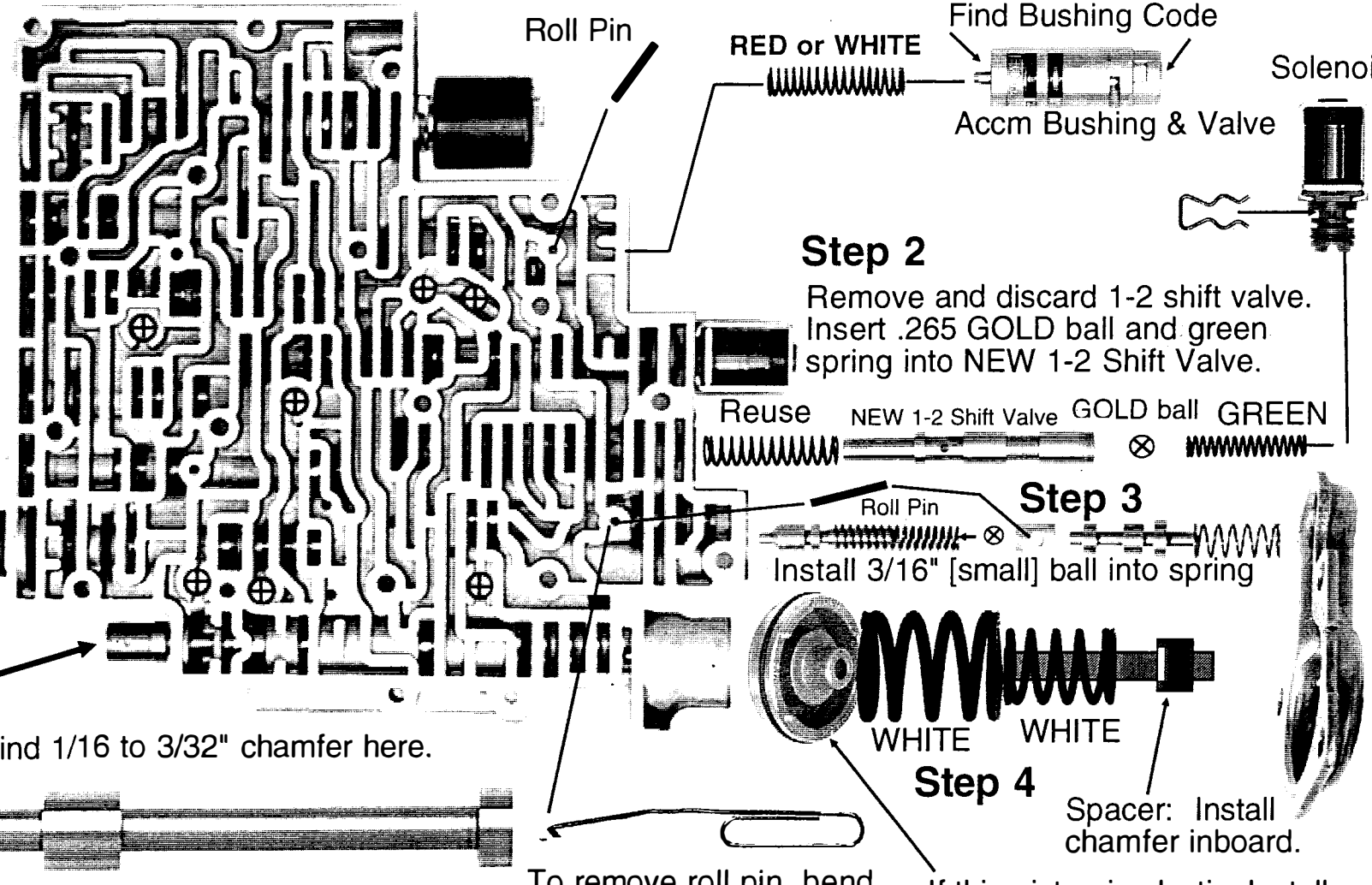
If band wiggles or the drive shaft will turn both ways by hand, clearance is OK. Then remove the cover and **install the cover O'ring.** If band is too too tight remove one shim.

Step 1 2nd Piston Number

Circle: 553 554 093 95-1

Piston #	Bushing Code	Spring Color
553&554	A,AX,B,BX,C,CX	RED
553&554	D,DX	WHITE
093 or 95-1	All	WHITE

⊗ **Checkballs: Trans in vehicle:**
Seven in valve body.
One in the case.



Step 5 Grind manual valve for faster reverse release.

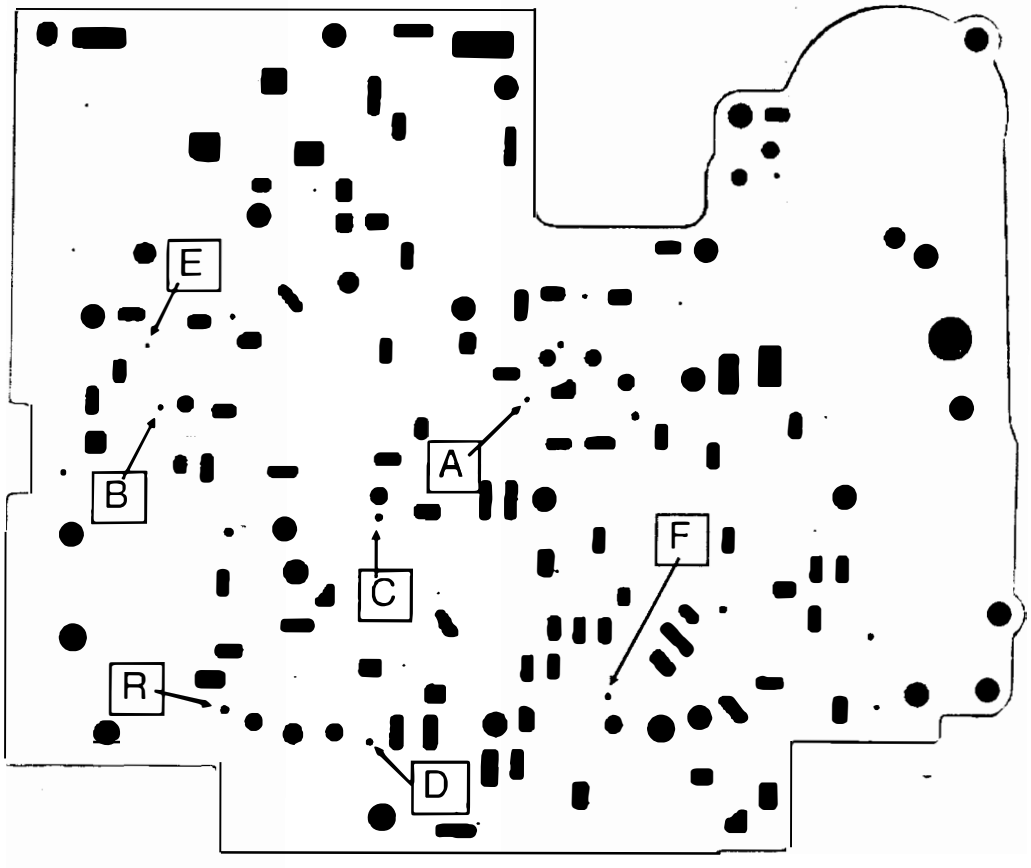
Step 7 Plate Hole Sizes

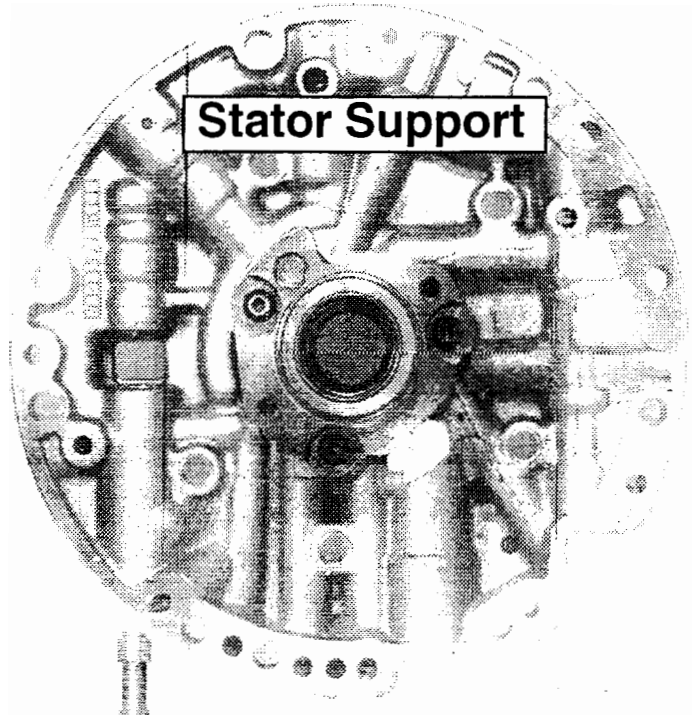
Street and HD use

A = .082 to .093 [3rd]
B = .082 [2nd]
C = .120
D = .120
E = .082 [4th]
F = .093 to .096
R = See Page 4 step 10

With custom high stall converter or Race only.
A= .096 to .101 [3rd]
B= .120 [2nd]
E= .120 [4th]

.082
.093
.120





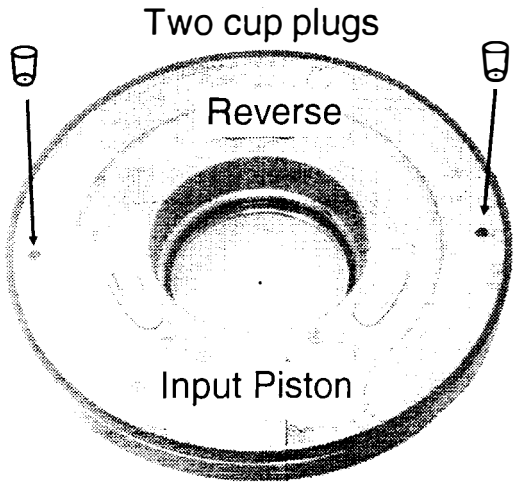
Pressure Regulator Valve

Step 9

GREEN bumper

YELLOW Pressure regulator
This will install with trans in car.

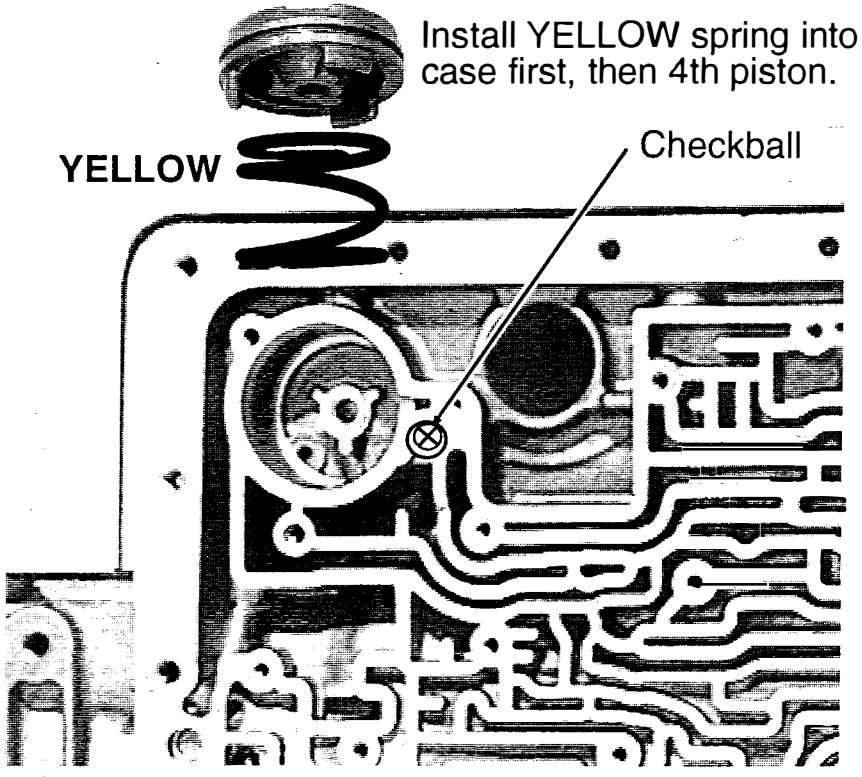
New boost valve and bushing
Delivers: Performance/Durability

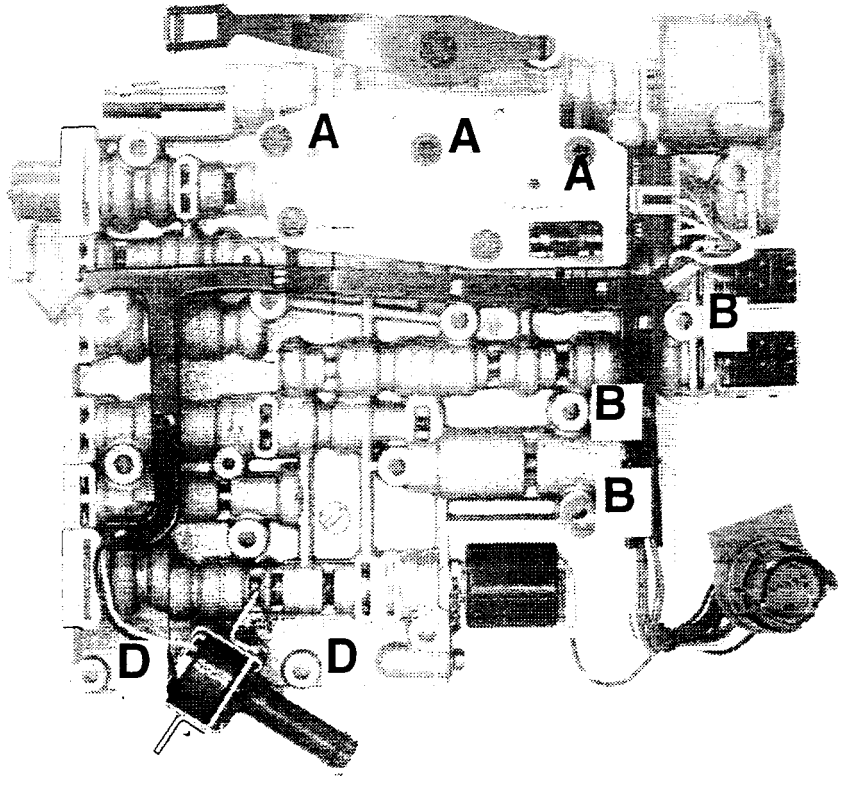


Step 10 If trans is apart:

With .055 to .110 drill, drill thru both holes in reverse piston. Install small cup plugs that are furnished into the holes.
Don't drill cup plugs.
Don't enlarge plate hole "R".

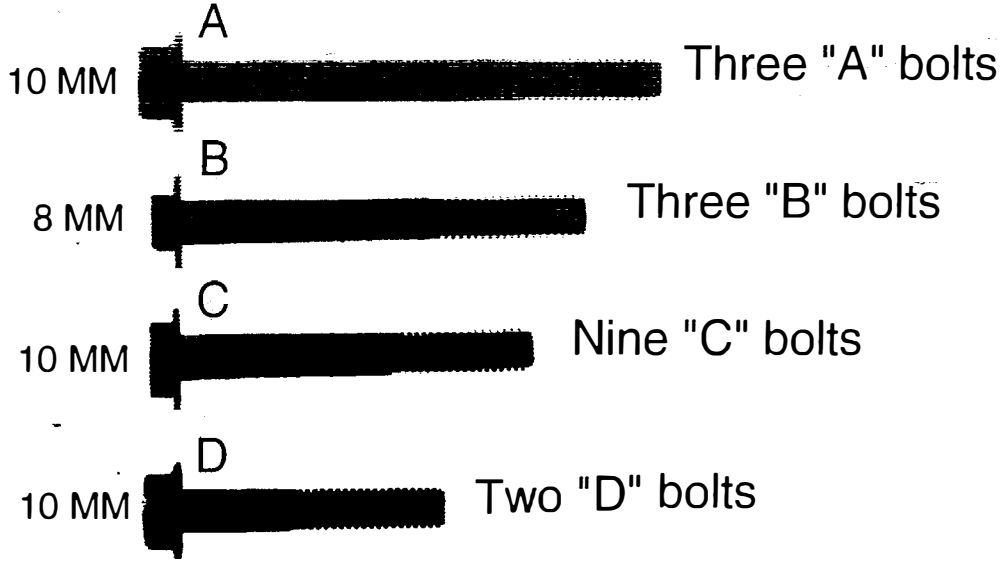
Trans in the Vehicle:
If cup plugs have not been installed in the reverse input piston, enlarge hole "R" in plate with .106 to .120 drill.





WARNING: Wrong bolt location locks gear train.

Install bolts like this:



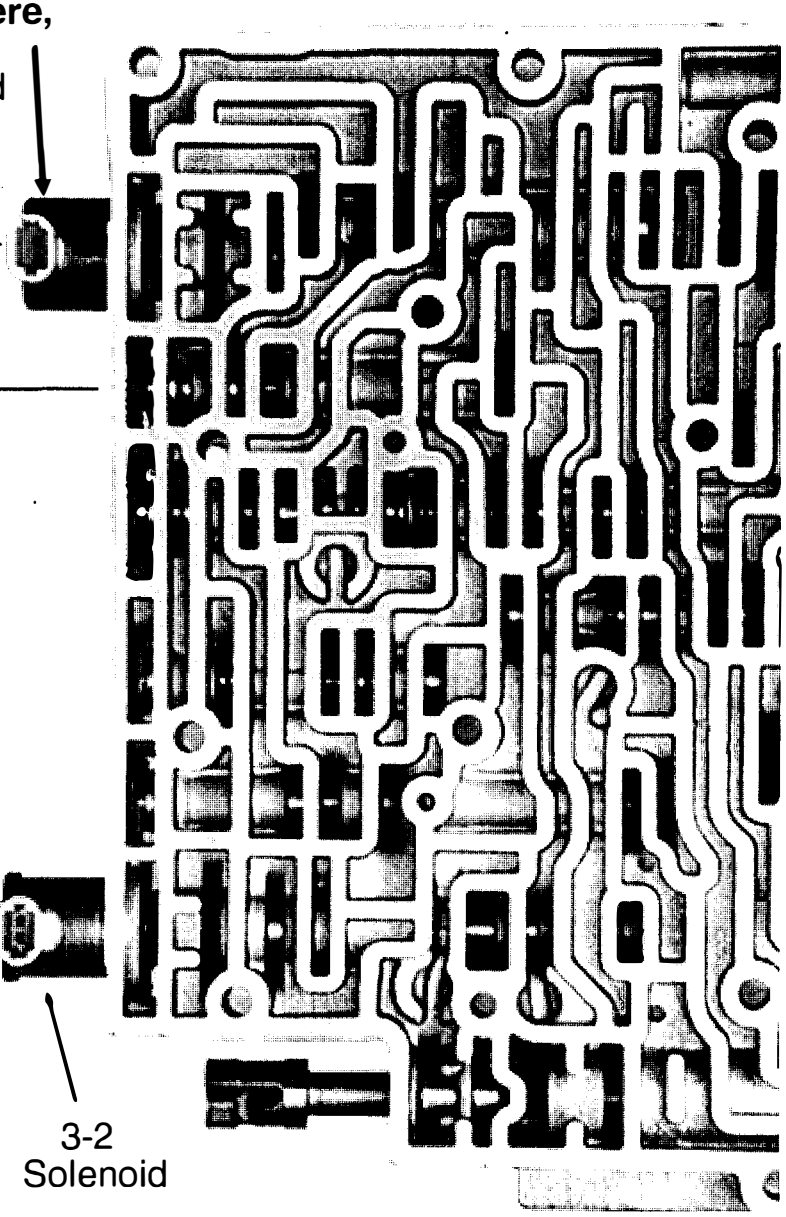
4L6-PMW

Pulse Width Lockup Upgrade 1995up

Hello: The new Pulse Boost Valve works great even in badly worn valve bodies.

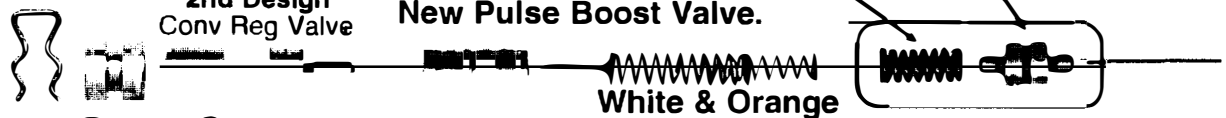
Upgrade 1 & 2 reduces code P1870, converter slip and shudder, and planet overheat burnup caused by slipping converter.

If VB has PWM Solenoid here, install Steps 1 and 2.
If VB doesn't have a solenoid here, SKIP steps 1 and 2.



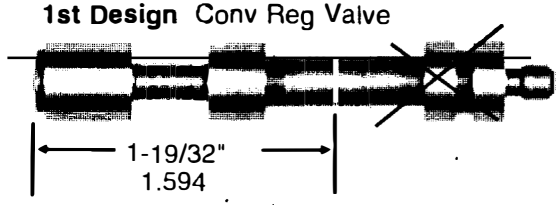
Step 1

Discard pulse valve and spacer spring.



Step 2

New boost valve with WHITE & ORANGE. springs.

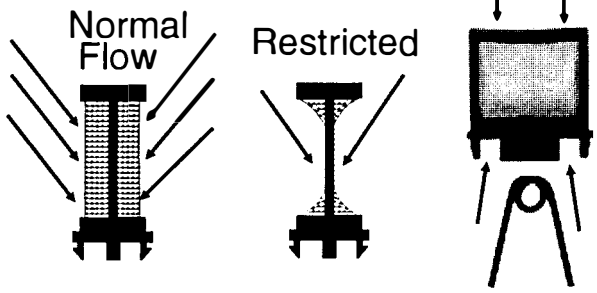


Convert this type to 2nd design by grinding it off to match the picture. Don't worry it's not fussy.

Step 3 EPC Screen Fix

Reduces Clutch/Band Burnup.

Large screen in the VB plate:
Screen sides suck together and restrict EPC flow. Result is low line pressure with high throttle causing clutch and band burnup.

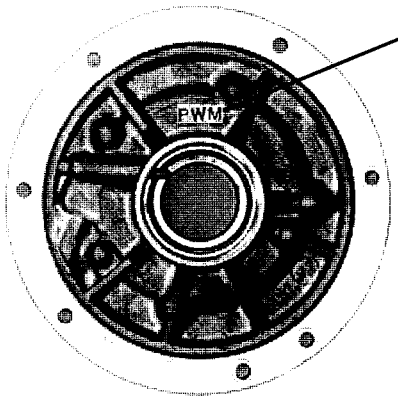


Sooner or later friction material will start to plug screen, then screen will suck shut. Wire spacer will keep screens apart. As additional safety: Drill four .040 to ,047 holes or two 1/16" holes thru the top of screen. Better a little dirt gets thru than to have low line pressure that will cause immediate clutch or band failure.

OVER

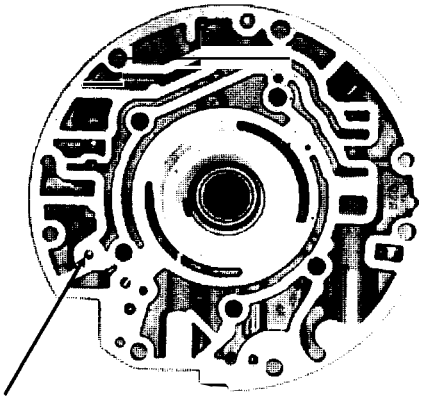
4L60E PWM Lockup 1995-98 Parts Identification

PWM pump:
PWM casting code.



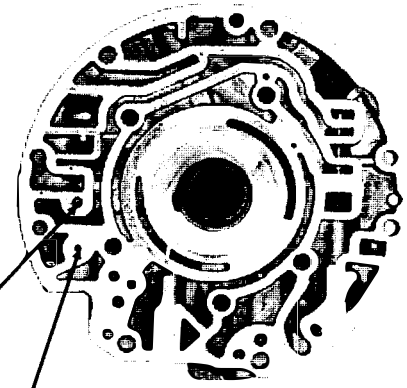
Pulse Width Modulated Pump, cover, plate and valve body must all match as shown here. They won't interchange with non-pulse pump, plate or valve body parts.

PWM cover



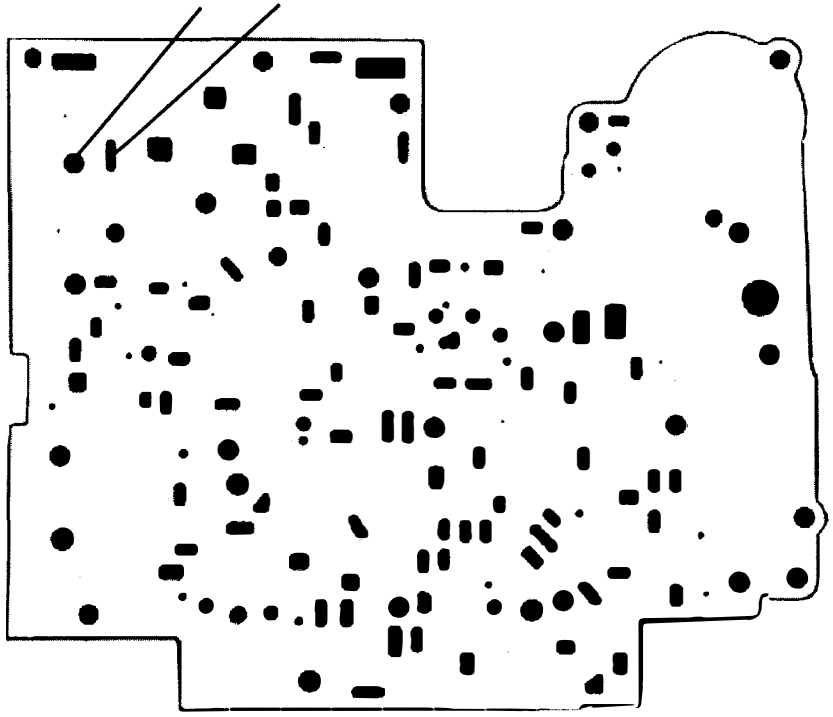
Orifice plug at 7:30

Non-PWM cover

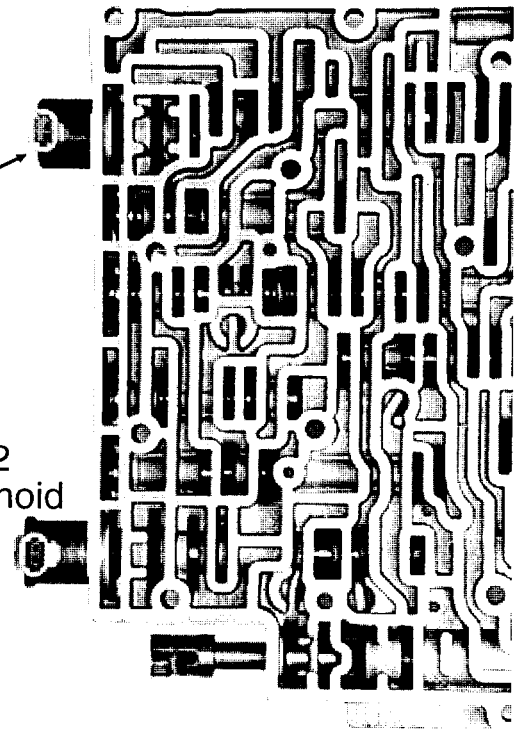


Plugs at 7:30 & 9;00

PWM Plate: Must have these two holes.



PWM Valve body has PWM solenoid here.



3-2 Solenoid

"Thanks for listening."