45-01 Reprogramming Kit™

Fits 65-66 C-4 Transmissions

Clean Crisp Automatic Shifts

Remember “Green Dot” Transmissions start in 2nd & Shift to 3rd when the gear selector is one click back from Neutral.

This Kit Fits:
Casting Numbers
C5AP thru **C6**AP

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 x 2.46 = 9.25 1st]

Mr. Shift®

27 June 2011

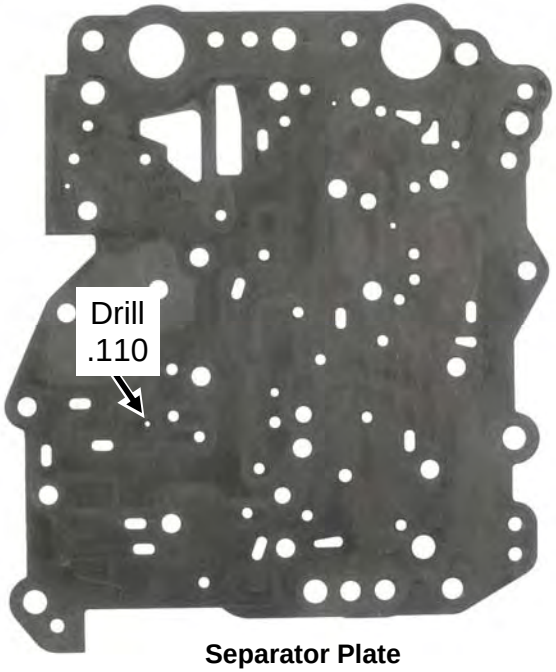
Use this page to assemble VB Channel Casting.

New Gasket provided ALWAYS goes between channel casting and separator plate!

Use Gasket Provided.

1. Install Channel Casting Gasket provided onto clean empty Channel Casting. **There are no check-balls used in this VB at all!**

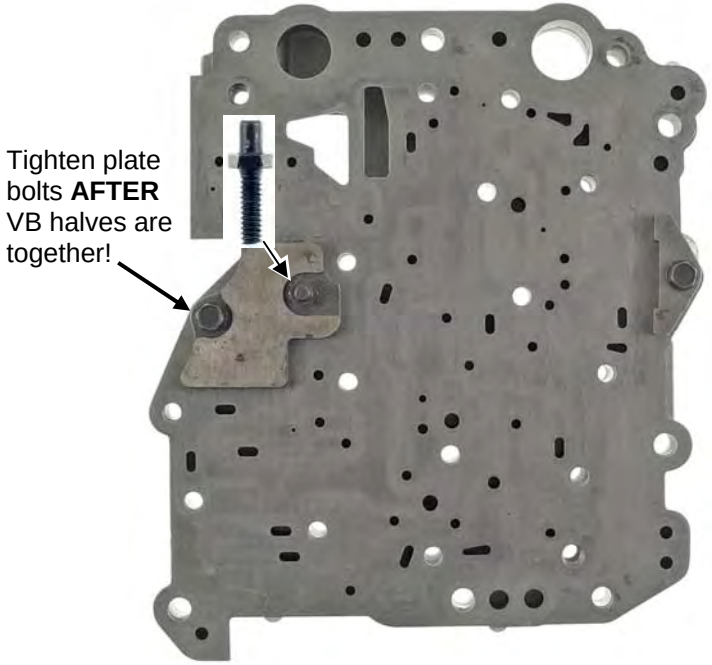
2. Enlarge separator plate hole with .110 drill provided before final assembly of channel casting.



Separator Plate

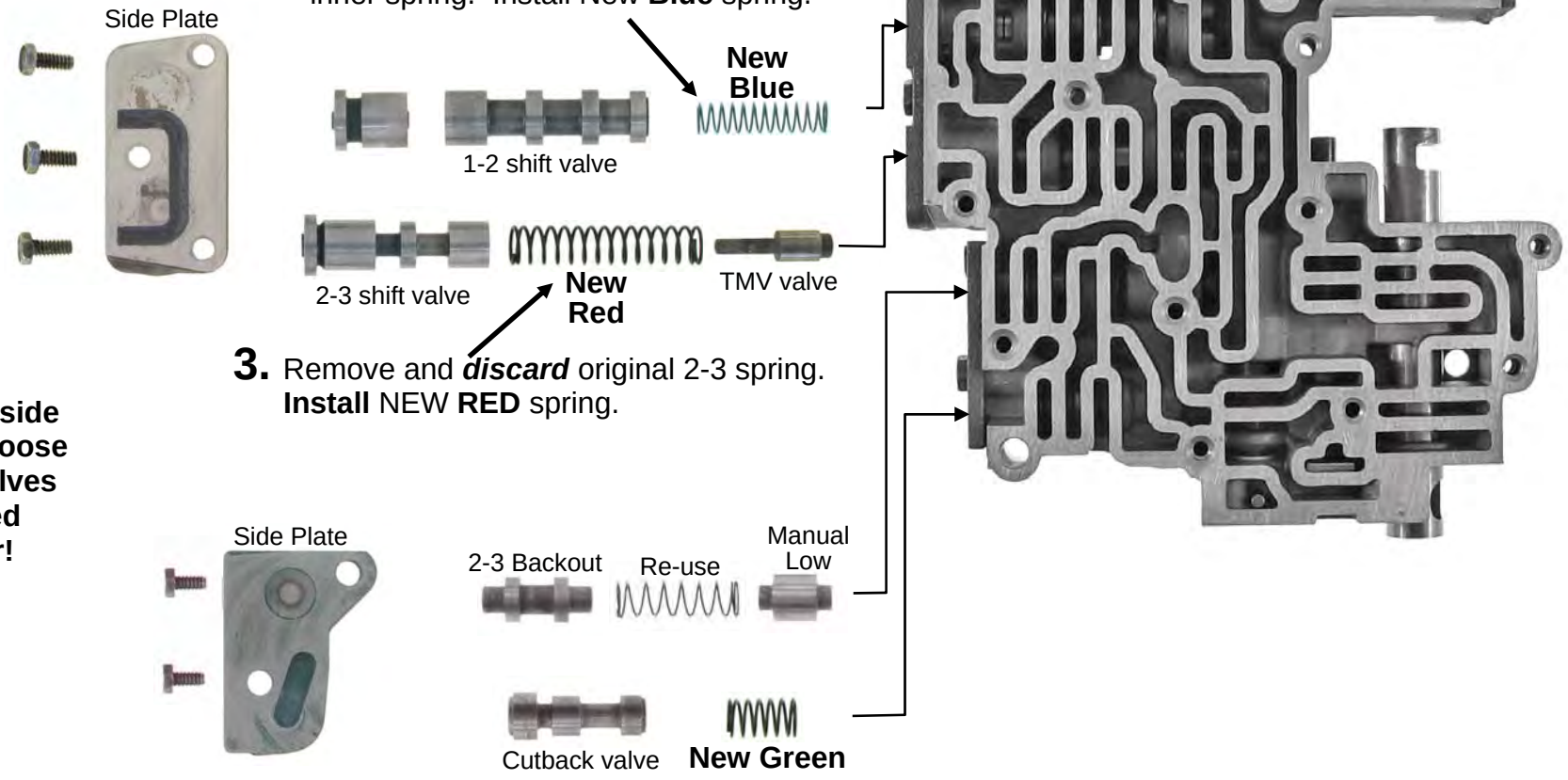
3. Install hold down plates and bolts but do NOT tighten bolts until entire VB is assembled.

Channel Casting Completed



Main VB

1. Remove and Discard 1-2 Accumulator Puck.



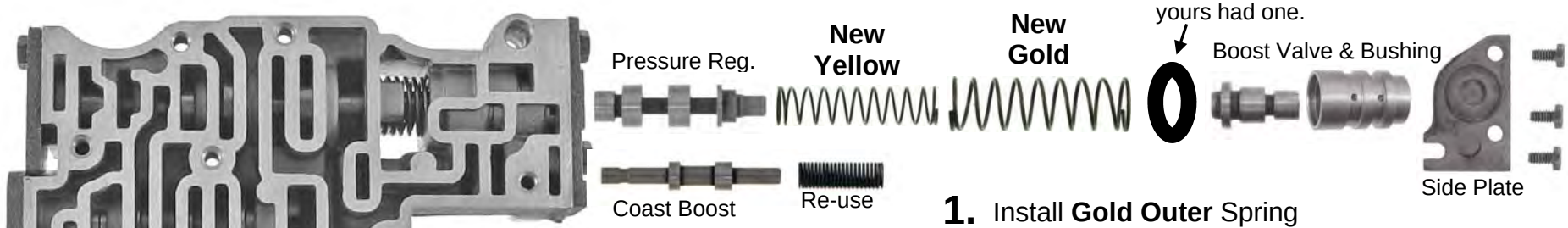
2. Remove and ***discard*** original 1-2 inner spring. Install New **Blue** spring.

3. Remove and ***discard*** original 2-3 spring. **Install** NEW **RED** spring.

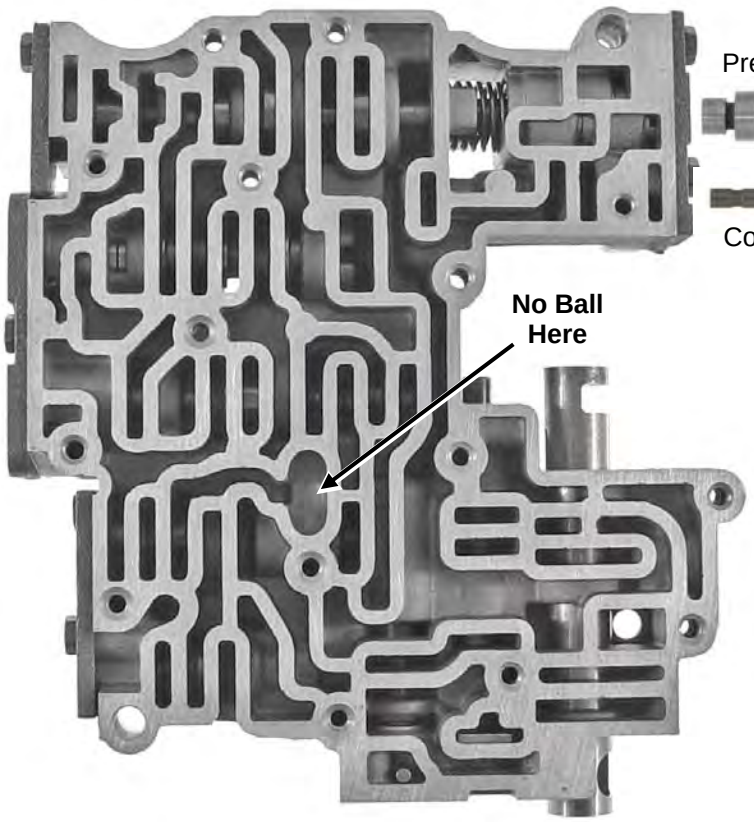
Leave ALL side plate bolts loose until VB halves are bolted together!

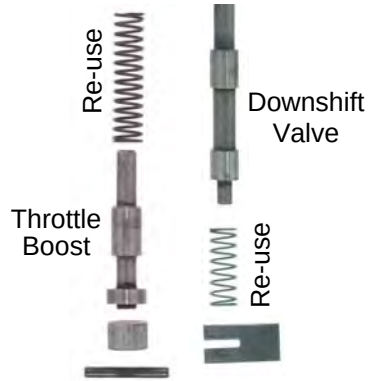
4. Install **New Green Spring** for Cutback valve.

Main VB Continued



1. Install **Gold Outer** Spring and **Yellow Inner** Spring on Pressure Reg.



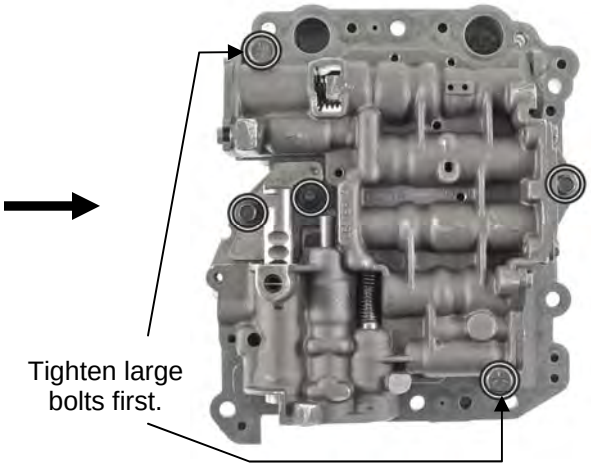


Final Assembly

Fig. 1

Install these bolts first. Leave bolts loose, then flip VB over.

Fig. 2



Lay completed Channel onto Completed VB (Fig. 1) and Install 7 short bolts but do not tighten. Flip VB over and install 2 Large bolts as shown in fig 2. Tighten large bolts first and then 3 small channel plate bolts. Flip VB back over and tighten 7 bolts as shown in fig 1. Install filter and tighten filter bolts, then tighten side plate bolts last. Tighten small bolts with a spin-tight or nut-driver. 2 Large bolts and VB to Case bolts Snug with a short wrench.

Important Information

Trans MUST have vacuum modulator hooked up.
Always connect manifold vacuum to the modulator. Even Low vacuum is better than none!

Kick-down linkage is adjusted so you can get a 3-2 down shift comfortably with the accelerator pedal near the floor.

Modulator Adjustment: Adjustable modulators have a screw visible when you remove the vacuum hose. No more than 3 turns either direction from the factory starting point. Better to be a little early than late! Saves gas, longer trans life and better performance overall. Make 1 change and roadtest.
For earlier shifts: Turn screw counterclockwise 1 turn at a time or you can also use a shorter modulator pin.
For later shifts: Turn clockwise 1 turn at a time, or you can use a longer modulator pin.

Modulator Pin Length		
Minimum Length	Average Length	Maximum Length
1 5/8	1 11/16	1 3/4

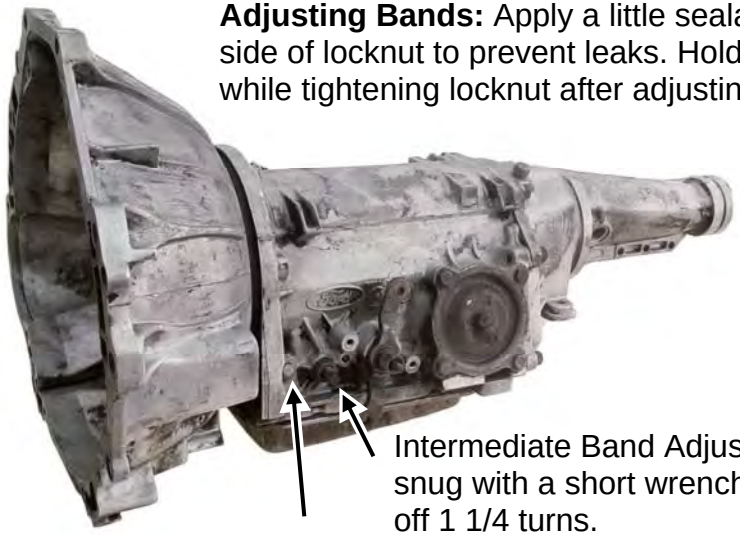
If trans has a brief bind-up on 1-2 shift:
Back off the rear band adjustment one additional turn.

Trans Operation:

P R N D2 D1 L

D2 Starts in 2nd. Shifts to 3rd
Kicks-down to 2nd but not to first.
D1 Starts in 1st and shifts 1-2 & 2-3
Kicks-down to 2nd or 1st speed dependent.
L Starts off and stays in Low [1st]

Adjusting Bands: Apply a little sealant to back side of locknut to prevent leaks. Hold adjuster while tightening locknut after adjusting Bands.



Intermediate Band Adjust– Tighten snug with a short wrench and back off 1 1/4 turns.

Line Tap

Line Pressure Spec's
Drive - Idle 55-65 WOT 150-185
Reverse - Idle 60-110 WOT 240-270

Reverse Band Adjust– Tighten snug with a short wrench and back off 3 turns.