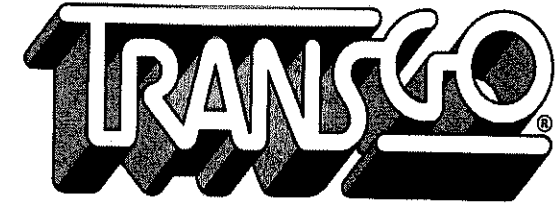


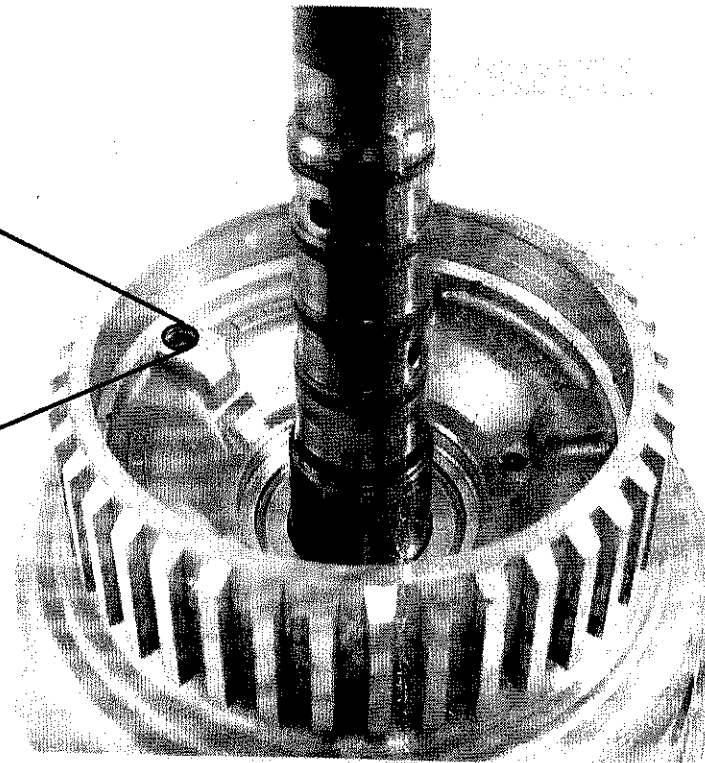
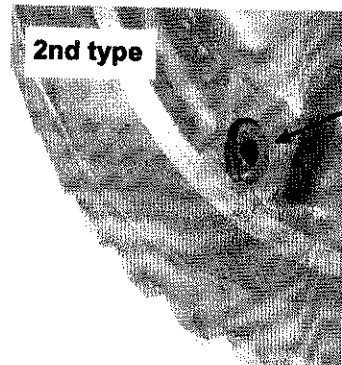
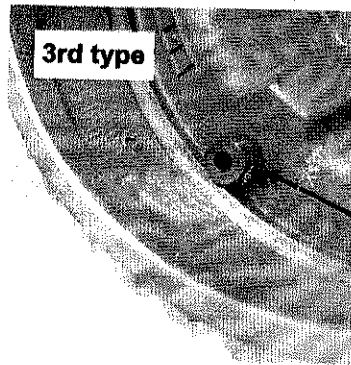
700/4L60E Clutch Spring Kit Standard and Heavy Duty

For High performance street and race applications that rev over 5500 rpm.



A little background info:

At high RPM's the check ball in the input drum will not seat due to outward centrifugal force. This same centrifugal force acts on the inner seal of the 3rd clutch piston causing it to pull away from the forward clutch steel housing creating a big leak in 3rd apply oil. This contributes to a no 2-3 shift at High RPM and 3-4 clutch burning. We currently have no answer for the inner seal problem, however we can do something about the check ball not seating and also dragging the clutches in 1st and 2nd gear so lets do it. Without an air bleed at High RPM's residual oil behind the 3-4 piston can become trapped allowing the 3-4 clutch's to drag in 1st & 2nd gear. This is why just plugging the capsule is not the best answer. The new TransGo 3-4 orifice eliminates the check ball and provides additional exhaust for the residual oil. Installing both the orifice and the new release springs in the drum will help prevent dragging the clutches around in 1st and 2nd gear and fix a big leak. **Warning!** Do NOT remove and plug the 3rd accumulator check valve in the rear of the servo in the case. Its function is to protect the 3rd circuit from any cross leaking oil.



Step 1: Identify your drum.

3rd type: Protruding type capsule

2nd type: Recessed type capsule.

See additional data on page 2.

1st type: No capsule (not shown) ball in drum. Don't use for High rev applications. Use later drum, converter & pump.