

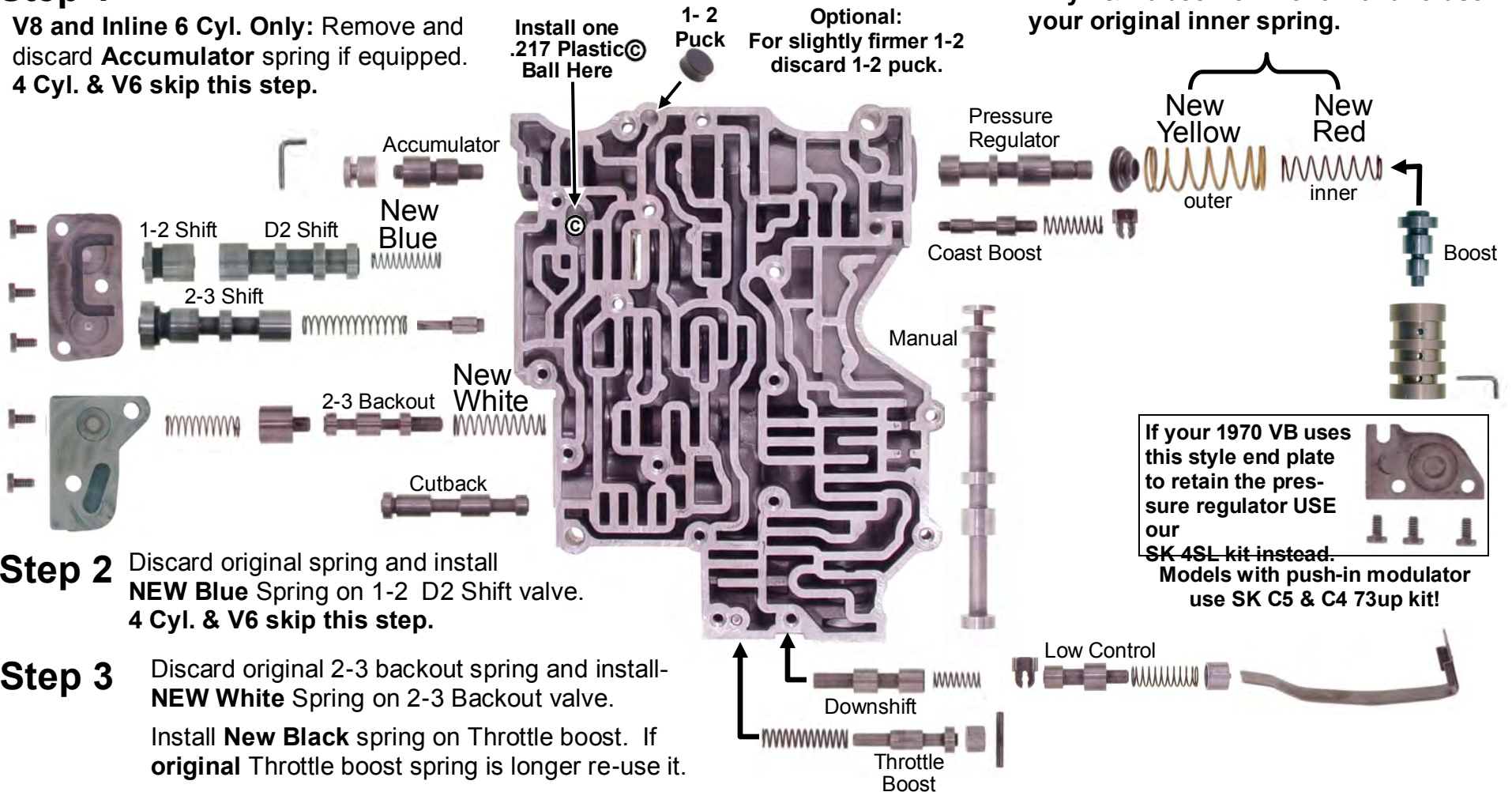
SK[®] 4-71

1970-1972 C-4 w/Screw-in Modulator
Reduces/Corrects/Prevents:
 Soft 1-2 Shift, Passing Gear Spin-up, Clutch
 Chatter and Soft 2-3 shift.



Step 1

V8 and Inline 6 Cyl. Only: Remove and discard Accumulator spring if equipped. 4 Cyl. & V6 skip this step.



Step 4

Discard original springs. Install **New Red and Yellow** springs for V8 & Inline 6. 4 Cyl. & V6 use **New Yellow** and re-use your original inner spring.

Step 2

Discard original spring and install **NEW Blue** Spring on 1-2 D2 Shift valve. 4 Cyl. & V6 skip this step.

Step 3

Discard original 2-3 backout spring and install **NEW White** Spring on 2-3 Backout valve. Install **New Black** spring on Throttle boost. If original Throttle boost spring is longer re-use it.

If your 1970 VB uses this style end plate to retain the pressure regulator USE our **SK 4SL kit** instead. Models with push-in modulator use SK C5 & C4 73up kit!

Step 5

Checking Hole Sizes:

Hole A: Enlarge with drill furnished. (.076 in.) **V8 & Inline 6 Cyl. Only!**

(If larger than drill furnished, lay a steel check ball on the hole with plate on hard surface and hit ball with a light hammer to shrink hole).

4Cyl. & V6 Leave hole as is.

Hole B: For harsh reverse complaint, hole B should be approx .055. If already larger, enlarge with drill furnished and install 1/16 cotter pin into hole, spread legs and cut it off short. Make sure it does not cause any interference during VB assembly.

Step 6

Drum Surface where front band rides: If scored, replace drum. If smooth, sand drum with 100-120 grit paper going around the drum. (Same direction as it rotates) Do not sand front to back. This can also be done in the car by removing band struts and rotating drum about an inch at a time and wiping off any grit as you go. No need to sand the drum edges.

Step 7

Vacuum Modulator: Use White Stripe adjustable modulator and install **NEW Modulator Pin**.

Adjusting Modulator:

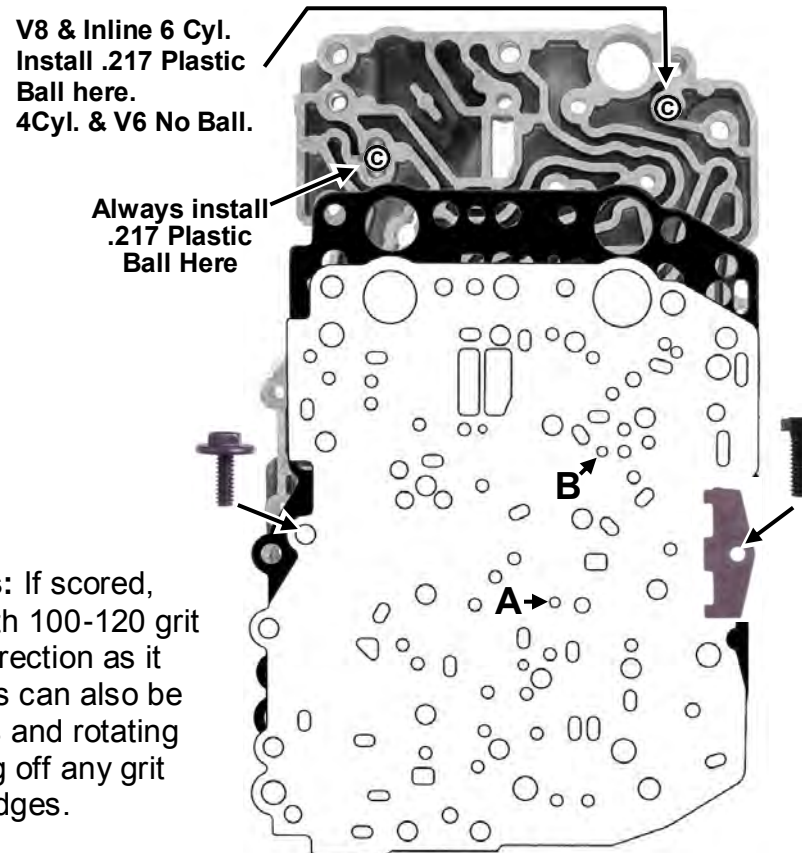
Early shifts feel better and also give your customer better economy and overall performance. Turn adjusting screw counterclockwise makes earlier shifts.

Step 8

Revised Band Adjustments:

Front Band: Tighten 10-12 inch pounds (snug with short wrench) and back off exactly 1½ turns.

Rear Band: Tighten 10-12 inch pounds (snug with short wrench) and back off exactly 1½ to 2 turns.



Additional Information

Usual cause of failure in this transmission is due to slow, long upshift to 3rd which releases band too slowly. This glazes drum, causes intermediate band and excessive high clutch wear. Often this trans has passing gear (Kickdown) that is too easy to get and happens too often. This only compounds the issue of band/clutch wear.

When a 3-2 KD is done at anything less than wide open throttle, engine vacuum is high and therefore line pressure is too low to do the KD correctly. This eventually leads to complaints of KD spin-up or cut loose between 32-45 mph, KD downshifts to 1st instead of 2nd at 28-40 mph and late 1-2 and soft shift to high. Your attention and careful adjustments during assembly, along with the installation of this kit will provide you with the confidence of being able to deliver a transmission that works correctly and the customer with the value he deserves. Hey, when this trans is happy, everyone smiles! Thanks for listening! Gil

Step 9

Extremely Important! Kickdown (KD) linkage/cable adjustment:

- Adjust linkage (bend if necessary) so that a 3-2 KD **can not** be obtained at 45-50 mph (cars) or 40-45 mph (trucks).
- Now adjust linkage until you can **JUST** get a KD comfortably at wide open throttle. It is very important that KD does not occur **UNTIL** wide open throttle is reached.

Some friendly advise:

Sticking or dragging valves. This valve body has a very low tolerance to debris and metal particles which scratch the valve bores causing valves to stick. Don't even think about using the converter over. It's a primary source of metal particles that can later make your life miserable when the particles reach the valve body. **Don't over tighten the small valve body screws. Use 24-28 inch pounds.**