

## 700r4 manual valve body

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## Book Descriptions:

# 700r4 manual valve body

For a better experience, we recommend using another browser. Learn more Facebook Email or phone Password Forgotten account. Sign Up Related videos 009 Mikes full weight convertible camaro running mid to low 9s with our Black Edition 4L60E Video. Hey Guys. An update on the Black Edition Level 3 Transmission. Everything is working fantastic. Over 40 passes at 850ish RWHP and mid to low 9 second passes in a 3850 lb car with no issues. Over 25,000 street mikes as well. Very happy with how it's perf. Its good to be out again with all the sweet smells of tires and race gas! [Www.performabuilt.com](http://www.performabuilt.com) for all specs, pricing, and other need to know information. This is gonna be an interesting bill today. Uh its pretty unique and Im going to not really explain a whole lot about it, because it is extremely complicated but the way it works is actually extremely simple. Um its just a whole lot of work to make the transmission work. This simply so. What were doing today is a 700 dollar for a level two good for 700 horsepower and its for russells 92 s 10 and uh The reason that this bill is interesting is cuz. We got to talking and he has opted for a couple of onions that we offer and one is the ever famous San ax to eighty 46 pinion reduction and the other is something that we dont typically do too often and I dont recommend it for most people but Russell has had experience with it were doing reverse manual voved body pattern Is constant pressure and the reason why Im not going to go into this is because it is such an extreme amount of val body work to make it run as simple as it possibly could be, and I know thats kind of contradictory but in essence, for the guys who are watching that have built this that know what this is. This will make sense to you for the guys that have never seen a transmission built before or never a reverse. Manuel pattern. Its gonna be a little weird Theres no governor theres no accumulate as theres. No hardly any check balls. <http://www.sonnenheizungen.ch/fckeditor/editor/images/c4580-manual-wireless-setup.xml>

- **700r4 manual valve body install, 700r4 manual valve body no tv cable, 700r4 manual valve body, 700r4 manual valve body with transbrake, 700r4 manual valve body forward pattern, 700r4 manual valve body shifter, 700r4 manual valve body kit, 700r4 manual valve body engine braking, 700r4 manual automatic valve body, 700r4 reverse manual valve body, 700r4 manual valve body, 700r4 manual valve body, 700r4 manual valve body kit, 700r4 manual valve body conversion, 700r4 manual valve body with trans brake.**

Theres, one and uh honestly 99 percent of the stuff was left out of the transmission because it is basic at this point so rolling on into it. Um. I know Ive talked a lot weve been doing videos, like crazy lately thats all Ive really been doing and Ive talked a lot about a lot of the parts. How theyre put together this and that so, if Im just rehashing and repeating myself for the guys that watch all the time Im sorry, I just got to deal with it Russell kind of wants to know a little bit more about Hes actually buying he likes to know how things work so thats. What were gonna do today, so, starting off Im just gonna go right into Assembly with the uh rear in gear and as you can see, I have the case done you know its a nice 700 R four case bushings lopez and see all that Some of the uh, some things change when youre doing this type of a Valve body uh set up also um some of the clearances that we normally wouldnt pay attention to our. We, wanna make them a little tighter, constant pressure is not a comfortable ride. It uh its maximum pressure. All the time, light throttle part throttle youre, gonna get the same shift So, moving on with our four pinion planet Always checking the action and were gonna start, layering and milo reverse steals So Id, like to throw in there you know this being said this is more of a transmission that you would set up if you really do have experience and driving you know, an automatic, just shifting it constantly. Um it will not down shift

by itself. You know constant pressure and this any manual pattern isnt necessarily better in a lot of it depends on what youre doing and the application Okay, then we have our uh low roller because it hits hard Im going to be using a case saver in this case Just sets in like so All right, one of the modifications, Russell is the along with the clearance of tightened up in the bottom, which normally isnt necessary, but in your case it is we have a double bushing Sun gear here and uh.<http://jun-travel.com/userfiles/c4300-manual.xml>

This is basically the Center support of the floral 60 its important to build this up helps keep everything straight and a good brushing job really nice and free Then we have another huge modification that goes directly hand and hand with that. The be son, shell, great piece really strong and good for 99 percent of everything out.It was actually designed for four 10 four 11 something like that but it works really well for that range, so if you want to shave a little off your 60 foot or something like that. This is the plan. It for you And well just install that like any other planet And then we have our two wheel drive shaft and uh Russell here normally youd have a mechanical plastic gear, but he is electronic so be mindful when youre building these are kind of a pain to press off by themselves. While installed Actually do not like this clip so Im gonna get another one Okay, we are clipped in everything turns really nice. Spins freely then we put our special gear here that plugs into our forward sp rag um. This is a different gear. You have to use it as a little bit bigger and it helps to use a spread that doesnt have the uh clips. I guess they some hold in the gear. Some dont Im using one that doesnt That being said now well be moving on to the drum here and uh Im gonna start off with just doing our board Warner dual cage spread for the forward spread. Awesome very necessary modification. Uh in the forest 60 We found it to be the best and we use it all the way up over a thousand horsepower Twist and snap And check your emotions in check your actions alright so In the level to Ill not a carbon ce board Warner over run and uh were gonna start with the steel And Ive already done the uh the piston work in this and uh, if you know if you guys would like to see that its its just simply sending them in there.

You know you have to be gentle and theres a couple of other of our videos that showed me from doing that some day Im actually going to do a complete instructional on some of the different components and not just a giant video, all the way through Now, were moving on to the forward set before we get to that, it helps shake in your forward sp rag And then we lay in our five forward frictions And these are great forward for actions. I mean we have units coming back after an extended amount of time. Sometimes over 10 years old and these clutches still hold together Super well and thats why we use them Already now one of the biggest uh biggest parts of the drum here is our three for clutch pack and this being said normally, I would do it about 20 thousands and thats very hard to achieve it takes a while and I usually spend the previous day doing it when youre doing something as intense shifting is this you have to be mindful of how this transmission is working. We have banned overlap. You know when three goes to 42 goes to three. We have to be Of when these clutches are coming on when this is coming on and off, so today, for this, I would set the clearance is a little bit looser. Just by a little though not by much and its just a help that overlap So were also using board Warner high energy clutches and uh I have eight of them in here. Theyre great clutch in this comes in our level to And plain steals are the best I found We dont use any coleen here And, like I said before Ive Ive done this clearance um it takes a while to get so unfortunately, you wont see that, but you will see me. Do the band clearance. You know, I never do that and thats going to be able to maybe 10000 looser. This time So then we have our spring cages with special perform, built spring. They really hold up extremely well nearly indestructible and they keep that Center. Fuge from happening Gorgeous free spinning, nice moving very little very little. Thump but we do have some space for that overlap.

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We have to be mindful of that So well, flip, this over and start doing our sealing rings For these solid

rings are very ideal And its all about timing And a little tip, you know these these uh ride in the stator tube and the reason I say solid rings is cuz. They seal very well that the split rings. I like to use them and other places, not really on the input shaft and the reason is they kinda were into that state or a little more than these wood and we dont want that because that creates a leak and youll have opposing clutch packs Fighting each other And that will create a nasty, little bind up So always take your finger and rub down into the state or check for any of those crews that may affect these rings Something I dont think Ive really ever touched on before Okay last ring right down on will size them up and then throw a reverse and put drum on this Assembly Okay excellent, selective washer bearing And R vs input drum now this is this is where this comes into play. This surface. This is an insane Li portent piece, especially when youre using a a new wide band. You know this has to be perfectly flat. If it is not were gonna grab the outside where the very Center and thats gonna take away a lot of holding power because were not taking full advantage of the surface thats. Why you know just simply laying a straight edge across this is uh just a great way to make sure you have an optimal area for that band. Do its job Uh spin and on just like so and well drop this in Okay, like butter Now our band wide read to for band standard in our level two huge upgrade. It definitely is almost twice the surface area, though young band And well just slipped, that down inside Anchor pin And a little grace for our servo bore Also, on our level too, and another huge strength modification and I hope you guys are seeing how a lot of these things that Im explaining really do work hand in hand.

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Um the servo is also to for and it works hand in hand with that surface and that band and when you get all that teamwork thats a recipe for holding and lasting so we use the in the level to three black edition sonic Super hold second and fourth and um Ive been using the sonics pins which have a little Seal to help keep that bore Nice and tight and leak free one fluid hits all these the seals expand out and it just seals. It much better And its better than metal riding on metal Okay so, like I said I havent done the band clearance quite yet. Ive eye bald. It and Im usually pretty good at that. But this time I feel, like well have to shave some off for sure seeing as I do wanted to tad looser I actually might be okay Ok Im probably uh probably 30 maybe almost 40 thousands Im a little bit concern. You know so. Ive left a little looser because of the overlap because of the constant pressure shifting um so Im able to move the band up and down a little bit with my fingers theres a nice little bit bigger the gap here Ive got it so were just gonna move on. I love when that happens All right, beautiful Russell you are really gonna enjoy this actually and this is a cool cool transmission to put together. I like the 700, now were going to uh focus on the pump here at perform, but we actually try to use a four oh 60 pump of an older style which uh allows us to use a deeper pan and uh deeper filter and to be honest in my opinion, they just work better than the older 700 stuff anyway and it just works with this unit with a little modification, so thats just another little interest Thing that just a little bit different for us. We actually make it 10 times better than what it really could be stuck. So building this pump Ive done some valve work stated work and uh. My bushing work and were just gonna lay in the essential pieces.I feel needs of a little extra care than normal um.

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This is the heart and soul of the transmission and this pinch be kind of a bastard to get and if your rubbers are new and good and round um, it should be kind of a little bit of a pain, but thats the thing with this pump. It is an oil pump. You know everything must be tight. Nice working. How its posed to these seals are extremely important and uh you know you have no gasket here. Its just a machine. They area so the You can do to keep a leak across the from happening. The better. The tune its gonna perform in the long run Okay now we will shove in our spring, with a little stop modification Once we got the sliding, our 13 vein, rotor with a But the guide I, like to throw a little oil in at this point just like any oil pump. It really helps that little bit of pick up the first And it helps make sure

everything spinning here on the initial start up is really healthy And our top ring and uh another mindful thing. There should be no play here with this ring. I know different rings came with different rotors and it looks very close, but its not quite so thats another little tip. Sometimes you have to get a whole new kit because if you had a 10 vein or et cetera down the line, this would not work with the 13. There will be a lot of slop and eventually this router would eat itself alive and we dont want that So that being said, our pumps built its nice tight free moving moving a lot of oil and uh thats exactly what were looking for. So will match up the two House Get to aligning it and dropping it in Oh beautiful I just want to be very gentle Sometimes these uh smaller It staters can be a little difficult to grab, especially if you have some greasy hands Alright once were, all tightening down do our sealing rings finished dressing. It up We got a beautiful alignment Little goo helps hold these rings and place And lastly, are overrunning All right I just need to get a few pump bolts and will be moving onto the valve body I was like how are units look, sometimes Ill.

Do a black pump really the gold bolts, kinda set it off and Okay, all the way down beautiful, nice pushing uh input shaft their ring for lock up make sure thats on there and will snap our ceiling move on to the valve body Im definitely having a bit of an off day with that today, cuz I usually always hit that seal on the first try well disappointed Okay, awesome were looking great And now weve got this little interesting, bad boy This is where all the work is done and uh like. I said this is where it gets a little weird. There is no balls. There is no human leaders. Im going to put him in there anyway, but theyre not gonna do anything the fluid, just isnt going to get there so they will be drawing uh before I do that wiring harness with a little bit interesting to lock up set up Im gonna sing my linkage, shaft and We have our linkage Im gonna go ahead and install these in kemah later zzz, but, like I said they are completely irrelevant And when youre building a 700 Right there for this set up that would be my only ball And will lay on our gaskets Its too bad you cant see this plate once its installed. I do love Red And just being very careful, matching this up Ok, just a couple of bolts to hold it in place And even though the accumulate are and does absolute zero, Im going to install it anyway, but in this scenario you could leave the piston out and it will perform beautifully Next time, using our modified forward accumulate are And another interesting thing about this unit, like I said theres a lot left out. Uh because of how this works and one of the things that is left out is the pipe. That goes for me too. The pump When youre building a 700 theres, two gold bolt in a very tiny bubble on the simulator, you should never use an impact on it.

There are just too sensitive So Ill be using a little inch pound, torque wrench to actually towards them down instead of the the norm Okay, Ill talk down Now, were moving on to our valve body and were gonna lay that on normally, there would be some balls in there. Like I said but in this case there is not Its being very careful with this heavy sharp cast iron val body with your gaskets Okay now were going for the rest of our bolts uh, while Im doing that Im gonna get ahead and just plug our lock ups on the waiting All right and the rest of our faults Lets get them all started by hand Okay, awesome just need to uh Maybe throw uh a clip on it talk these wires And Now, were almost done and this is the part that also my trip some people out if youve never dealt with the reverse. Manuel val body, there is no governor. Um. It doesnt need it so we wont even be installing it. Um. There is no Tv mechanism. This transmission is right now, with a lot of work in its most basic form and all were gonna do is uh put the cap on And there you have it. We have a very awesome, very unique 700 R four for Russell is 10 and this thing really looks just amazing with the Red and the black and the gold and the silver its awesome full custom here performing built so thank you guys for watching again um continuing to do videos send me some car picks Id like to post some stuff on facebook, so were gonna get this on the dyno today and at the Russell its almost racing season guys. Thank you for watching Brian from performing built have a great afternoon Kill me, Frank Pages Other Brand Cars PerformaBuilt Transmissions Videos Russells Reverse Manual ValveBody 700R4 with Sonnax gear reduction Level 2 build If so, please try restarting your browser. Full manual, reverse shift pattern with ability to lock the torque converter clutch in 2nd, 3rd and 4th gears, with

engine compression braking.

Kit comes complete with valve body, 6061T6 aluminum separator plate, Corvette servo assembly and pressure regulator spring. Our payment security system encrypts your information during transmission. We don't share your credit card details with thirdparty sellers, and we don't sell your information to others. Please try again.Please try again.In order to navigate out of this carousel please use your heading shortcut key to navigate to the next or previous heading. Full content visible, double tap to read brief content. Register a free business account Please try your search again later.Click here to make a request to customer service.Features Reverse Shift Pattern.To calculate the overall star rating and percentage breakdown by star, we don't use a simple average. Instead, our system considers things like how recent a review is and if the reviewer bought the item on Amazon. It also analyzes reviews to verify trustworthiness. With a full manual you will have to make every shift, these units are not built to shift on their own. With a full manual you will have to make every shift, these units are not built to shift on their own. It gives you full manual control over your shift timing allowing maximum performance and quicker starts. With the reverse pattern it eliminates the need for a TV Cable We are dedicated to giving you the technical support you need, when you need it. If you are installing your transmission that was purchased from Monster Transmission, our sales and support staff is here. Trust us to steer you in the right direction, when you choose to DIY. We are grateful for the fact that Monster Transmission has gone BEYOND and we will continue to be the best publicity that you will every have. I promise you that the next transmission I have to replace or any other person I hear of needing a transmission I will be heavily promoting Monster Transmission and tell them that I personally use Monster Transmission.

It shifts wonderful and Im delighted to have been dealing with Monster Transmission. There is no leaking coming from the front seals, rear seals or oil pan. It functions correctly. When it shifts from 1st to 2nd its got a really smooth shift and it puts a smile on your face. So its definitely something you want. Thank you Monster Transmission. Please click Accept Cookies to continue to use the site. Ships from Michigan. Fits 19811993 700R4 transmissions. Full manual, reverse shift pattern with ability to lock the torque converter clutch in 2nd, 3rd and 4th gears. No engine compression braking. Pit Stop USAoffers TCI 700R4 Reverse Manual Valve Body 376010 at low everyday prices. Be sure to check out all of our products from TCI Automotive including TCI Automotive Automatic Transmission Valve Bodies. Ships from Michigan. You must have JavaScript enabled in your browser to utilize the functionality of this website. Actual product may vary. Orders after 2pm South Australian Time are processed the next online business day.Fits 19811993 700R4 transmissions. Kit comes complete with valve body, 6061T6 aluminium separator plate, Corvette servo assembly and pressure regulator spring. We stock a huge range of items, all with an Australian Warranty. We offer Great Prices, Friendly Technical Advice and Fast Delivery, local, interstate and overseas. By continuing to use this site, you accept these cookies. View Cookie Policy Close. Ships from Michigan. Be Sure to check out all of our products from TCI Automotive including TCI Automotive Automatic Transmission Valve Bodies. Ships from Michigan. It contains springs, valves, and many fluid passages that are critical to the proper operation of the transmission. The consistency and durability you will receive with the Hughes valve body line, is second to none. The second version is a full manual control valve body, used more specifically for all types of racing.

The third version available for most racing applications is the fluid release transbrake control valve body. It is designed with drag racing in mind and is not recommended for the street. For further information, please call our Tech Line for assistance. Order these valve bodies to enhance the operation of your functional transmission. Don't assume installation of one of our valve bodies will or can fix the operation of your transmission if it has a malfunction. When shifting manually this valve body will remain in the gear until you select the next gear, and then provide you with a clean, crisp transition as you accelerate. It will provide full manual control over all shifts, and deliver them

without delay or time costly overlap. The manual valve body is used when a transbrake is not needed, such as tractor pull, monster truck, and other track applications. Hughes Performance offers both standard shift and reverse pattern manual valve bodies. The Hughes transbrake valve body kits are complete and ready to install in your competition transmission. All GM units are fluid release models, which allows the fastest release time and are extremely reliable since there is no checkball to worry about moving to release or set the brake. For the best reaction times switch to a Hughes brake and treat yourself to an experience you won't soon forget. If you continue to use this site we will assume that you are happy with it. Ok. Features Reverse Shift Pattern. The competition valve body was designed for maximum performance and quick elapsed times in racing applications. By controlling the valve body only through manual means, quicker shift timing and the ability to run higher line pressures than possible with an automatic shift transmission are achieved. Higher line pressure makes it more difficult for clutches to slip under high loads.

TCI Full Manual Valve Bodies are an excellent choice for bracket cars, monster trucks and virtually any offroad competition vehicle where a transbrake is either not legal or not desired. For the best experience on our site, be sure to turn on Javascript in your browser. PATTERN MANUAL VALVE Valve Body All valve bodies are 100% quality checked for proper function, and where applicable, proper operating pressures are checked on a dedicated valve body test machine. Fits 1981-1993 700R4 transmissions. Please Sign in or create an account Compare Products Remove This Item Compare Clear All You have no items to compare. This upgrade is designed only for comp trucks. If you leave the overdrive switch off, as you move the TBar the transmission will shift 123. Activate the switch to achieve 4th. If you leave the overdrive switch on, as you move the TBar the transmission will shift 124. Deactivate the switch to achieve 3rd. You can unsubscribe at anytime. Subscribe Personal information provided may be collected, used and disclosed in accordance with our Privacy Policy Connect with Us Connect with us on your favourite social networks. We'll let you know what we're up to, and you can tell us how we're doing. Something went wrong. View cart for details. User Agreement, Privacy, Cookies and AdChoice Norton Secured powered by Verisign Amounts shown in italicized text are for items listed in currency other than Canadian dollars and are approximate conversions to Canadian dollars based upon Bloombergs conversion rates. For more recent exchange rates, please use the Universal Currency Converter This page was last updated 28 Aug 0807. Number of bids and bid amounts may be slightly out of date. See each listing for international shipping options and costs. We don't share your credit card details with thirdparty sellers and we don't sell your information to others. Please try again. Please try again. Please choose a different delivery location.

Manual Valve Body Please try your search again later. You can edit your question or post anyway. Manual Valve Body. Easy to install. The product is manufactured in United States. To calculate the overall star rating and percentage breakdown by star, we do not use a simple average. It also analyses reviews to verify trustworthiness. It may not display this or other websites correctly. You should upgrade or use an alternative browser. His valve body shifted in standard manner instead of reverse. I had trouble moving the car without killing it because it engaged into a tall gear before I could get into first. Im sure its something you get used to. Can you talk the guy into a 4L60E tranny. Its solenoid operated and computer controlled liike that engine. And thats how much I know about this stuff. All suggestions gratefully received. Depends on what you already have and what you still need to get. Some guys have ran a 2002 pcm with a cable operated tb and modified the harness CHANGED THE PLUG ENDS to match on the engine side or computer side and then retuned the pcm for LS3 specs on the engine and 700r4 specs on the trans. Going to need a real good tuner who knows his shit. its been done on ls1truck.com Fabbing an arm to tug on the cable off of the pedal or tb shaft should be doable, will it work. Might be able to have a electric solenoid to pull on the cable if you can figure out how to signal it. Tci has a constant pressure vale body to help with the problem but still need some mid throttle control over the cable. Would he consider swapping for one of those

and going that way. Check with Lokar they may have a bracket to install lever on throttle body. I would suggest trying to talk him into the transmission that was installed behind that engine. Can be calibrated to shift more firm if that is what he wants and also to compensate for gear changes in the rear. Perhaps I was only dreaming about that. Dean at Street and Performance might have some good info. Got a 700R4 I need to build.

When the GM 4L60E family of transmissions evolved from the 700R4, the overrun clutch no longer applied in 1st and 2nd when accelerating from a stop in D3 shifter position. Sonnax Part Number 77754ISO. Severe wear of the TCC regulator valve bore from the OE valve allows regulated converter apply pressure. This is the complete 4L60E transmission valve body assembly with screens. Each bolt has been cleaned and inspected to ensure it is free from all defects and is ready for use in your. Buy in bulk with Global Transmission Parts and save time plus money! This item is a hardened upgraded valve body separator plate for GM 4L60E automatic transmissions between 1996-2006. A Transgo separator plate is proven to withstand the wear put on it under heavy duty. The heavy duty Transgo Separator is proven to be less prone to wear over the OEM separator plate. If you notice wear in your OEM plate it is recommended to upgrade to the. A special Sonnax reaming tool is required to install this part. Ask us about our discounted used reamers. Late shifts, downshift clunk; 34 clutch failure; no. A replacement Separator plate that fits between the valve body and transmission case. Tempered steel for longer life. Plated for rust resistance. Utilized when OEM plate is damaged by check balls wearing. The 4L60E PWM Power Valve is designed to help supply more converter charge oil to the fill circuit when the unit is in lockup. This valve does not change lockup operation but does supply more oil to an. The lock up valve and sleeve was used in the early valve bodies 1981 thru 1986. The later 700R4 valve bodies, 1986 to 1989, kept the valve bore, but were nonfunctional. 1990 thru. This sleeve allows full throttle 34 shifts. The 43 detent will. Made of hardened steel to resist wear. Valve boost. Manufactured by Sonnax this is a part made to last and outperform its OE counterpart. This listing is for one clip. Height 1. Por favor, intentalo de nuevo mas tarde.

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