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Transgo 4l80e manual shift kit

This TransGo 4L80E valve body repair kit® adapts to General Motors vehicles from 1991 to 2013 equipped with the 4L80E and 4L85E automatic transmission. Common complaints about this soft 2-3 transmission, no upshift, burnt direct clutch, broken hard parts due to high pressure, low pressure due to solenoid filter breakage, as well as transmission ratio and solenoid performance codes. Boost valve assembly is known for wear causing both low pressure and runaway thrust pressure. With the low boost problem, soft 2-3 disturbances, direct clutch failure, as well as transmission ratio and solenoid performance codes are transmitted. On the other hand, the problem of thrust pressure on the run results in expensive broken houses, direct drum and piston. Features and benefits: This kit includes valve body, case and pump components and modifications designed to offer longer life, while providing short fluid movements. These changes work in concert with a slight increase in line pressure to greatly improve the overall duration and feeling of shifting transmission. The greatly improved large-level ground self-cleaning thrust valve resists wear so that the pressure increase continues to work properly. Finally, the EPC boost pressure discharge valve system provided helps prevent runaway thrust pressure to stop the valve body and case from being esused due to excess pressure. Correct/Prevent/Reduce: Break parts high pressure Soft 2-3 shift Direct burnt clutch Slow 3-2 downshift No upward movement Hard 1-2 displacement Low pressure due to breakage of solenoid filter Codes 39, 68, 85, 86, 87, P0731, P0732, P0733, P0734, P0751, P0756, P0894 and P1870 Includes: hardened boost valve made in the United States and bushing Spacer pressure regulator valve, washer, springs and hooking ring New bolt and washer 4th strongest feed (2) Direct and reverse seals of the supply hole cup Drain valve system plate, valve, spring, e-clip and drill tip (2) Accumulator valve springs, final plug and tapered plug o-ring actuator filter, O-ring plug, spring and end It is recommended to use the transgo 4L80E actuator power limit valve reaming kit for all General Motors 4L80E reconstructions. This 4L80E-3 reprogramming kit adapts to General Motors vehicles from 1991 to 2013 equipped with the 4L80E and 4L85E automatic transmission only with gas engines. Common complaints about this transmission are not upshift, soft 2-3 shift, direct friction broken hard parts, as well as transmission ratio and solenoid performance codes. Boost valve assembly is known for wear causing both low pressure and runaway thrust pressure. With the problem of low thrust pressure, the resulting complaints are a soft 2-3 gearbox, a direct clutch failure, as well as the transmission ratio and solenoid performance codes. On the other hand, the problem of runaway thrust pressure can result in an expensive broken case, a direct failure of the drum and piston. Features and benefits: This TransGo reprogramming kit offers control for the upward and downward change from the first to the 4th gear, automatic displacement functions are not maintained. This kit offers short, stop-and-hold gearboxes for performance and longer overall durability. It is designed only for off-road drivers and vehicles that have no TCM control. It is about providing the required gears when there are no computer controls. Similarly, the internal configuration of the vacuum modulator provides an aggressive line pressure curve and adjustment without the need for a TCM. The included valve body, pump and internal components are calibrated to work in concert with an aggressive line pressure curve that will greatly improve the overall duration and feeling of transmission displacement. In addition, the triple rolled separator plate provides a double feed for the 3rd gear clutch without having to disassemble the transmission. The dual power supply of the 3-speed clutch triples the torque capacity of the 3-speed clutch which is the Achilles heel of this transmission. In addition, the highly improved thrust valve and wide ground design bushing included resist wear so that pressure regulation works consistently for the long haul. Finally, the supplied EPC boost pressure exhaust valve system helps protect against accidental leaking thrust pressure to stop the case and direct drum failure. There are no provisions included in this torque converter clutch operation kit, so if you are going to perform a TCC you will need to connect it to a switch switch for which parts and instructions are not provided. On the other hand, if you are going to install a converter with NO clutch, installing #48-CCV is recommended for maximum coupling and cooling. Correct/Prevent/Reduce: Break parts high pressure Soft 2-3 shift Direct burnt clutch Low pressure due to solenoid filter breakage Provides complete manual control for moving up and down from 1st to 4th gearbox Includes: accumulator valve spring, final plug and O-ring exhaust valve system plate, valve, spring, electronic clip and nuts 3-4 Spring displacement valve 2-3 Displacement valve spring 1-2 end plug of displacement valve and retainer Heavy duty intermediate case Hooking ring Tapered cap, O-ring, spring and final plug (4) Tips Tips Triple laminated valve plate separator body valve plate and body accumulator gaskets 3" spring boost hardened us-made hardened valve and bushing Valve pressure regulator spacer Washing machine and snap ring New stronger 4th power bolt and washer 1-2 spring accumulator (16) Return springs of the direct clutch Brass fitting Vacuum modulator, pin, valve and bushing Hold down the empty elbow tube and spring (4) Short straps (5) Vacuum resistor long straps Description additional information Reviews (0) #4L80E-3. Quadzilla 4L80E Reprogramming Kit - Complete manual gearboxes - the transmission will be in the selected gear and will change at any gear gear choose when to move the selector. No computer or wiring is required, rated at 900 horsepower and has the full accelerator 3-4 up-shifts. This is the Street Rod broadcast of the future, as more and more people install engines with over 500 horsepower. Transgo #4L80E-3. TRANSGO PART: 4L80E-3CLASSIFICATION: KIT REPROGRAMMINGFITS: 4L80E, 4L85E, 91-09FEATURES: Stick shift; Updated for a simpler installation 11-2009 Full Race, Competition, Off-Road and Pro-street. Complete manual control. New triple layer plate design with direct clutch with double feed. If you have some POWER: It will shake your teeth. Easier installation!! The service video includes: 48-MOD vacuum modulator kit for adequate pressure increase Special instructions: does not require removal of transmission for proper installation. Only connected customers who have purchased this product can leave a review. Page 2 Description More information Reviews (0) #4L80E-3. Quadzilla 4L80E Reprogramming Kit - Complete manual gearboxes - the transmission will be in the selected gear and will change in whatever gear you choose when moving the selector. No computer or wiring is required, rated at 900 horsepower and has the full accelerator 3-4 up-shifts. This is the Street Rod broadcast of the future, as more and more people install engines with over 500 horsepower. Transgo #4L80E-3. TRANSGO PART: 4L80E-3CLASSIFICATION: KIT REPROGRAMMINGFITS: 4L80E, 4L85E, 91-09FEATURES: Stick shift; Updated for a simpler installation 11-2009 Full Race, Competition, Off-Road and Pro-street. Complete manual control. New triple layer plate design with direct clutch with double feed. If you have some POWER: It will shake your teeth. Easier installation!! The service video includes: 48-MOD vacuum modulator kit for adequate pressure increase Special instructions: does not require removal of transmission for proper installation. Only connected customers who have purchased this product can leave a review. .

Discussion Starter • #1 • May 28, 2012 after discovering that the transgo kit deletes the computer I want to ask some of you is how you like it and slips with a stall converter when it's in bulk? I recently took an RMVB TCI with a Trans Brake to delete the computer. it has pros and cons (for my setup) and I'm not sure if I also want to use it now and I want to get feedback on the 4L80E-3 transgo kit to delete the computer. TCI pros and cons Pro Delete your computer / Maintain lock function has a Transbrake / Cons Remove engine braking capacity 2 buttons required I only 1 on transbrake gearbox needs to be applied the opposite if I was building a drag car this would be the way to go. but this is an angled road car and I want to maintain the braking capacity of the engine and the locking function. the guys at the racing summit couldn't tell me jack about this product they couldn't even tell me if it eliminates computer controls, so please tell me exactly how you like it or don't like the transgo kit and if you could have done something different id also like your feedback on lock controls and if it's worth doing thanks guys - I have extensive experience with the 4L80E-3 kit. I think they've made some small changes since I last used it. I stopped using it a couple of years ago due to problems with not having a WOT round 1-2 when hot and delayed 2-3 round. I developed my own method for complete manual transmission. The TCI VB, I didn't use personally, we removed a couple of them and replaced them with our transbrase vb. I've heard complaints about delayed shifts and looking at circuit design, I can see why. · Discussion Starter • #3 • Does your valve body maintain engine braking on May 29, 2012? do you have to use transbrase also to use the reverse? · I have a valve body recalibration kit, a manual low transbrase and a third-gear transbrase. I have a manual control box to carry out any of the above complete manual checks or even a warehouse unit. All my configurations keep the engine braking. The third-gear brake requires the button for reversing (or reversing wired in the transbrase circuit) button to be activated. If you are going to slow down downshifting from 2nd to 1st I would land at an almost stock VB calibration and a manual control box. · Discussion Starter • #5 • June 6, 2012 I have a valve body recalibration kit, a manual low transbrase and a third-gear transbrase. I have a manual control box to carry out any of the above complete manual checks or even a warehouse unit. All my configurations keep the engine braking. The third-gear brake requires the button for reversing (or reversing wired in the transbrase circuit) button to be activated. If you are going to slow down downshifting from 2nd to 1st I would land at an almost stock VB calibration and a manual control box. Jakeshoe, the car has a ratchet T-change with a button. I want to set the transmission for manual transmission and use the button for lock functions. does the recalibration kit make it complete manual and eliminate your computer? if so you may like pm me a price on this. I only have just over a month to return this valve body if I'm not going to use it. thank you · listen Jakeshoe-I installed an HD-3 kit when I rebuilt my 4L80E-I didn't care, as he said delayed 2-3 turn driving on the street with a man 4 sp car getting older, that 1 more gearbox to move to make a diff from a 400-i man used an HD-2 kit and aftermarket controller, and love- i can go into men's mode, or car, or shift (I use it to run) the button on your gearbox might just be a mont. on/off, it wouldn't work well for a lock up, unless you're just using it mont., you should keep it all the time you need a capable change of 4 sp, as the B&M Pro Ratchet I love the lock converter, just like a stick machine, locked - but I have a big cam, so I have to go fast to not lug-i can lock in 3rd lower speeds with a program, then switch to blocking in 4th with a diff program · Discussion Starter • #7 • June 7, 2012 I'm going to return the valebody to get my money back and start looking into a standalone controller for it. It.

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