

7-CCV Non Lock Up Conversion Valve

For Use With **NON-Lock UP** Converters Only!

Fits 700R4 and 2004R Transmissions.



Step 1

With a small flat punch and hammer, remove orifice capsule by hitting high spot on capsule shown at arrow location. This will expand the capsule and allow you to remove it with needle nose pliers.

Do not use O-Ring on end of input shaft!

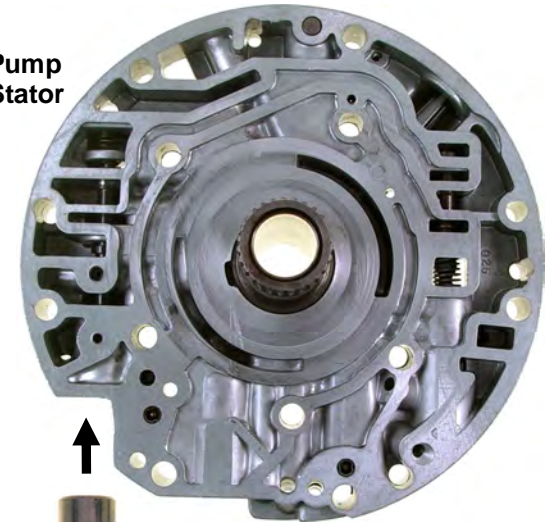
New valve system corrects converter flow to the primary pump area so the converter will stay full under high load and RPM. This New valve system does not require any pump machining, cross drilling or any modification to the pump or support. It does not require a **solenoid** but you can re-install it if you wish.

Not Recommended for working trucks, vans, suburbans, or towing. A non-lock up converter increases transmission temperature which can lead to overheating and general transmission failure during highway use.



Original L/up Valve

Pump Stator



New Slug

New Pin

New Conversion Valve

Step 2

Remove and discard original Lock up valve and springs. Install **NEW** Conversion Valve, Pin and Slug as shown. **Re-install** original washer and retainer.

Note: If retainer won't fit into snap-ring groove because washer partially covers groove, grind on end of new pin a little at a time until retainer just fits into groove.



Installing Non-lockup Converter

Non-lockup converter can be used successfully for racing, street show off, and with low gears. It is not recommended for vehicles that carry big loads or make long trips.

Not recommended: For working trucks, vans, suburbans, or towing. A non-lockup converter increases transmission temperature which can result in overheating and general transmission failure.

7-CCV Valve: Feeds converter at the rear and exits to cooler through the input shaft, which is the proper flow direction for non-lockup converter use. Proper flow direction is essential but it will not prevent the temperature increase of non-lockup converter.



700 Stick Shift



or Full Race Automatic

700-2&3 Reprogramming Kit™

Want to end 4L60E 2nd band and 3/4 clutch slipping?
Want shifts that are hard to believe?
Want to hold 1st gear longer? This is it.

4L60E-HD2 Reprogramming Kit™

Full Race & HD Automatic

Also: 4L60E-3 Stick Shift Kit

No electrical needed: Includes Vacuum pressure control

AOD-HP Reprogramming Kit™

Wide open shift to 4th at high speed--Holds 4th at high speed with max throttle
Manually holds 1st, 2nd & 3rd to any RPM--Shifts back to 1st at 3800 with lever.

"This kit is just what Mustangs, T'Birds and trucks have needed." Total gear control and firm shifts with "Class".