

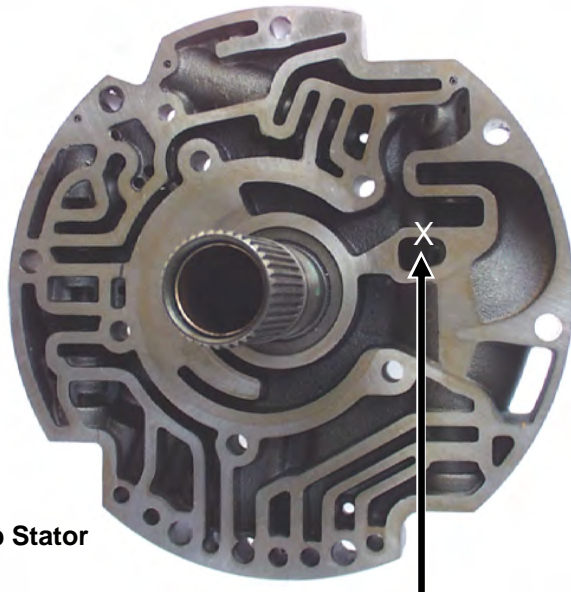
# SK<sup>®</sup> 4L80E-C

**Reduces/Corrects/Prevents:**  
Excessive EPC High Pressure Parts Breakage,  
(Piston, Drum, Pressure Plate), Direct Clutch Burn-up  
No Upshifts, Rough 1-2 shift (Bang),  
Low Pressure due to solenoid filter breakup.



## Boost Valve Upgrade

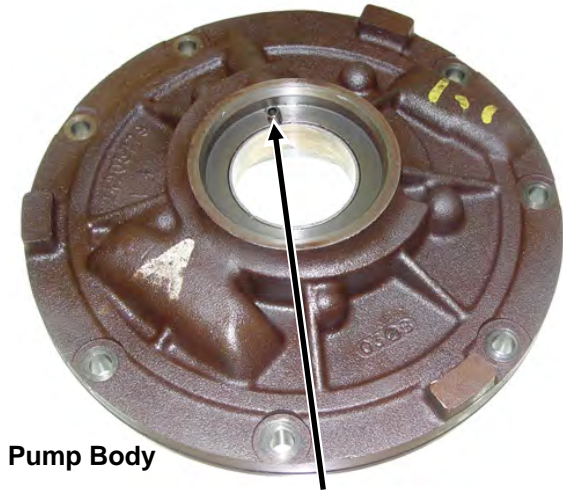
Kit includes a highly improved boost valve and bushing. The wide land self-cleaning design resists wear so that pressure rise keeps working properly. This reduces direct clutch failure caused by low pressure. Also stops case and valve body wall blow-out due to excess pressure. Kit Includes a relief valve for the boost system- Prevents runaway boost pressure!



Pump Stator

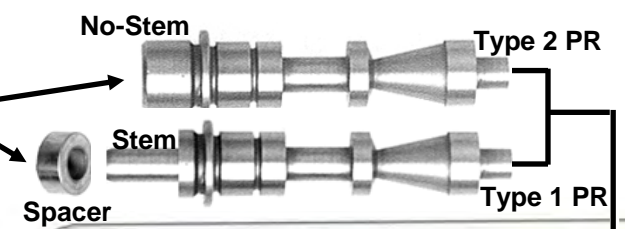
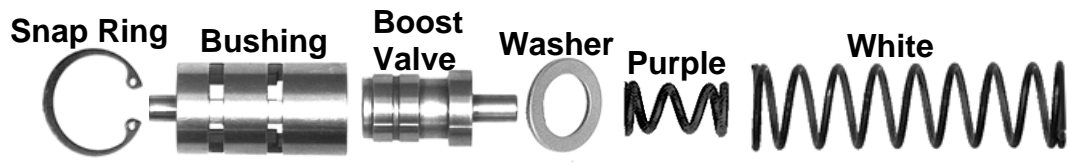
**Step 1** Under "X" drill a 3/64  
(.042-.055) hole thru side of wall in  
direction of arrow.

**Internal Upgrades:**  
Do these steps if  
Trans is apart.



Pump Body

**Step 2** To prevent front  
seal blowout, Enlarge this hole  
with 1/4" drill.



### Step 3

Install **New** PR springs, washer, boost valve and bushing.

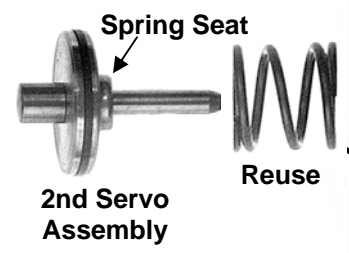
**Stem Type 1 PR valve:** Install spacer on PR valve stem.

**No-Stem Type 2 PR valve:** Do **not** install spacer.

### Step 4

Install **New Stronger** 4th bolt.

Install © = 8 Checkballs

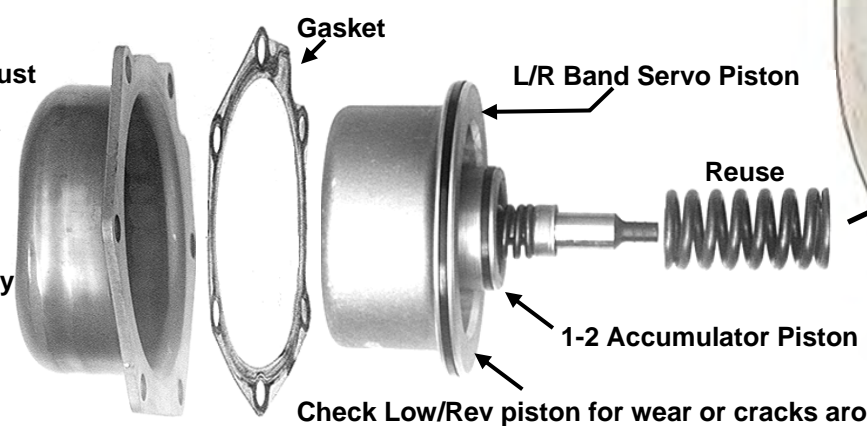


### Step 5

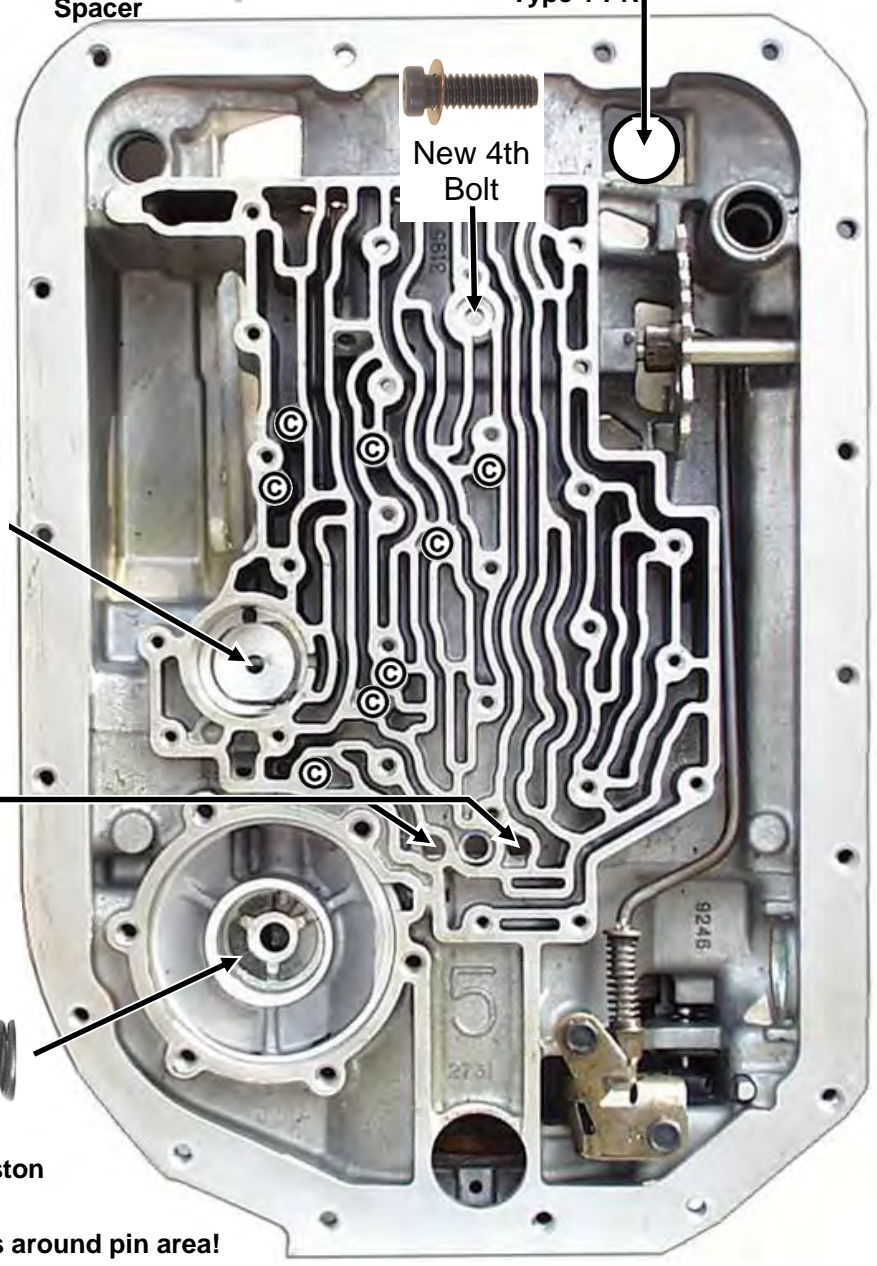
Install the **New** cup seals into the direct and reverse feed holes with a 5/16" punch until seated.

No changes here, just check for wear and cracks on Low/Rev piston!

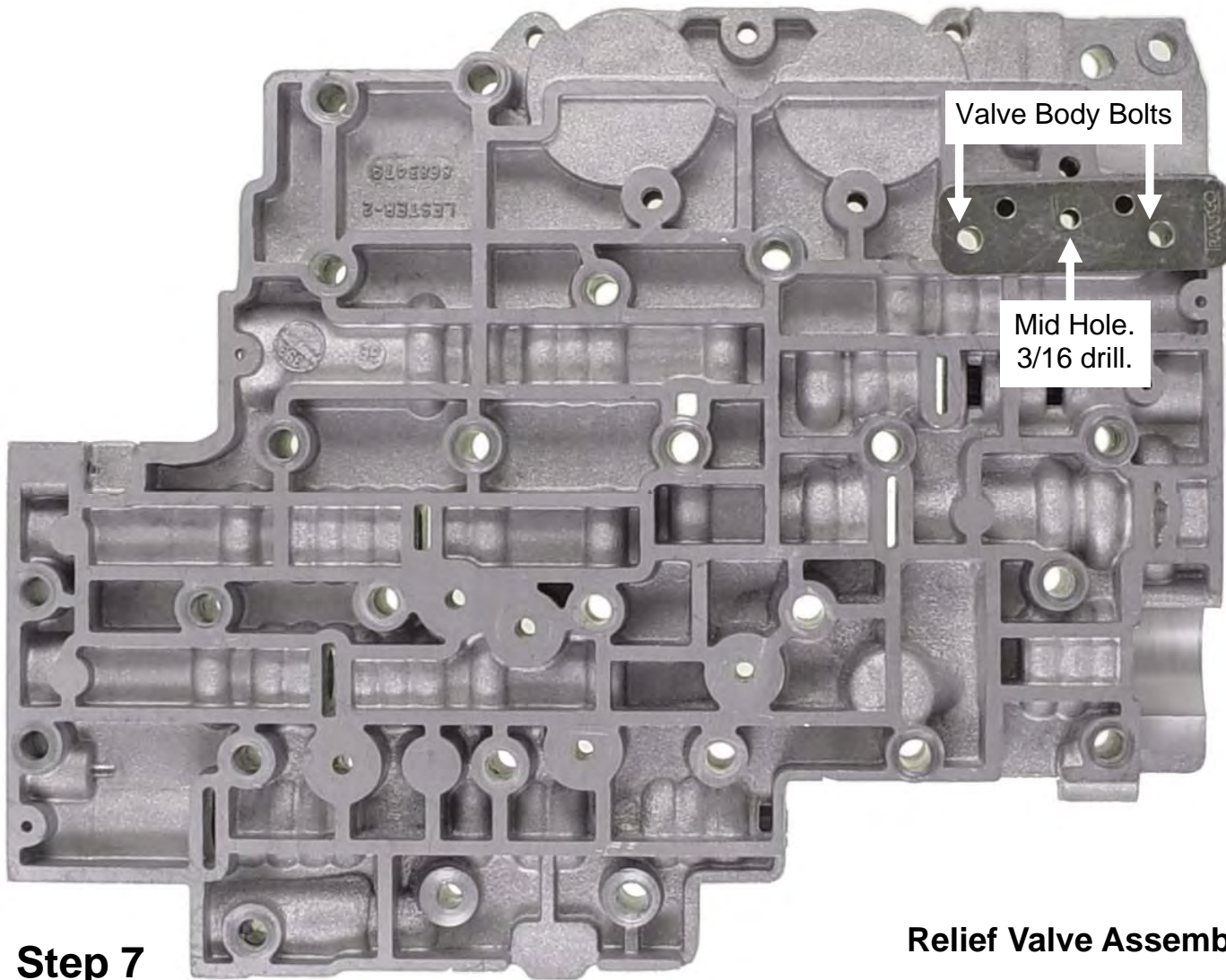
Low/Rev band apply & 1-2 accumulator cover.



Check Low/Rev piston for wear or cracks around pin area!



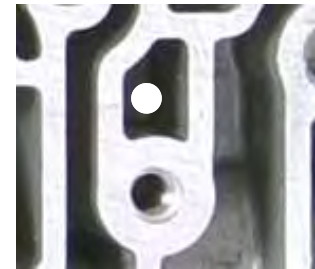




## Step 6

Install relief assembly cover with two valve body bolts to act as a drill guide. Down thru the Mid hole, drill thru the valve body with 3/16" drill. Clean chips from both sides of VB when done.

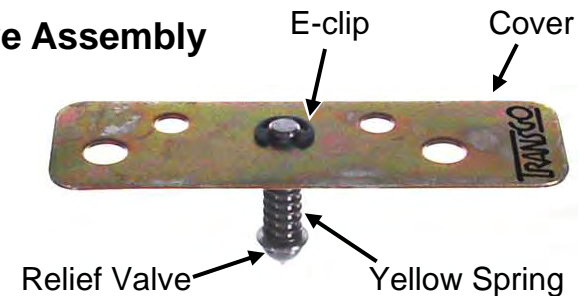
View from other side when finished.

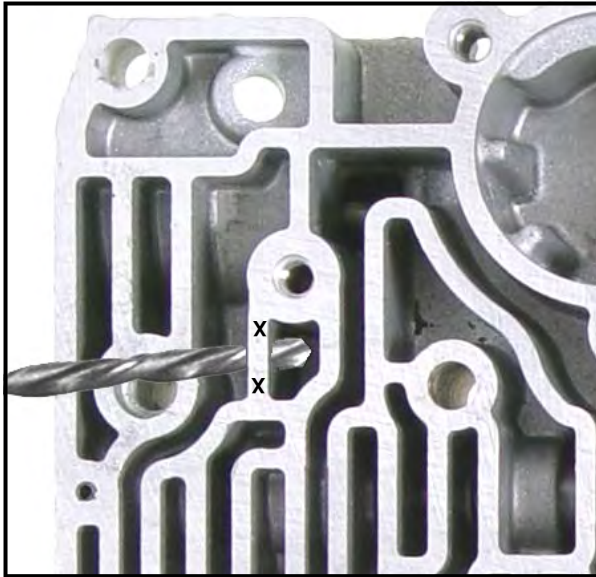


## Step 7

Install spring on long stem end of valve. Push stem end of valve up thru cover while a buddy installs "E" clip. Install the assembly temporarily with two bolts and tap the E-clip end **lightly** with light hammer to seat flare into the drilled hole. **Install relief assembly last when everything else is done and you are installing the valve body.**

## Relief Valve Assembly





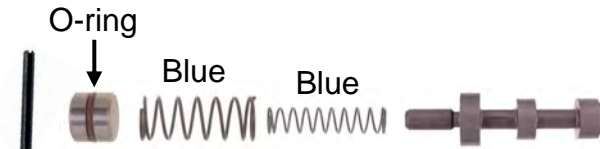
## Step 8

Between the "X's" on **angle shown**, drill thru the partition right to left with 1/8" drill. (Center punch location first) **Then enlarge with 3/16" drill.**  
 Makes it easy! Clean drill chips from VB.

## Step 10

Remove Actuator Filter Parts. Discard o-ring on the filter and the original end plug. Install **NEW** tapered plug with o-ring. Install filter, **NEW ORANGE** spring and **NEW** end plug. Install roll pin thru center of new plug.

New steel end plug (threaded end out).

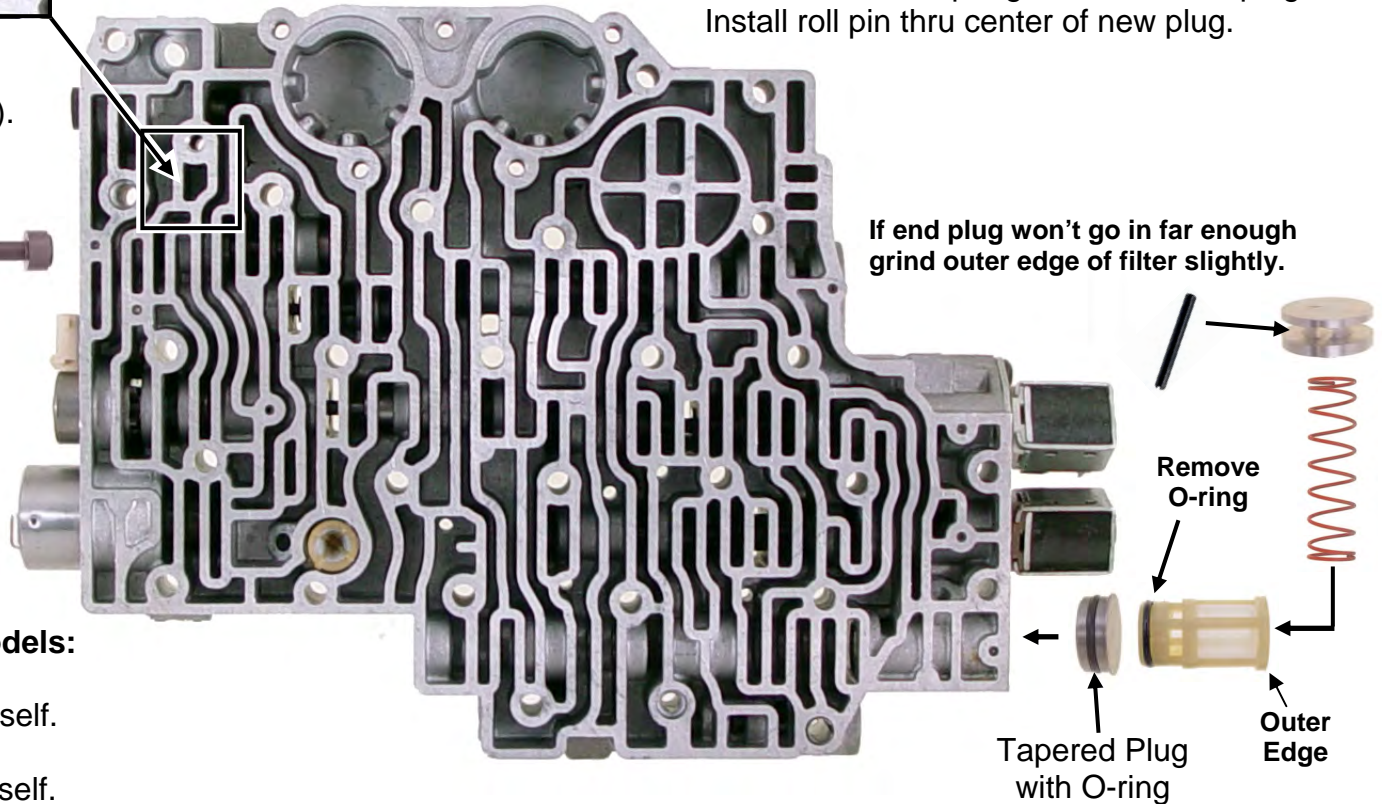


## Step 9

1993 & Up re-use original springs. Use **New steel end plug & O-ring.**  
 1991 & 92 models discard original springs and plug. Install **New BLUE** outer and inner springs & **New steel end plug and O-ring.**

### Adjusting shift "firmness" All Models:

For slightly firmer shifts:  
 Use outer BLUE Accum spring by itself.  
 For even firmer shifts:  
 Use inner BLUE Accum spring by itself.



If end plug won't go in far enough grind outer edge of filter slightly.



**“Z” Holes:** Center gaskets on plate and insert valve body bolts thru “Z” holes first to align gaskets and plate to VB. A little ATF or assembly gel applied to plate first will keep gaskets from shifting while assembling.

## Step 11

Drill holes **A** and **B** **.093 to .125 (3/32 to 1/8)**  
 Drill hole **C** to **.187 (3/16)** (See additional VB Info).

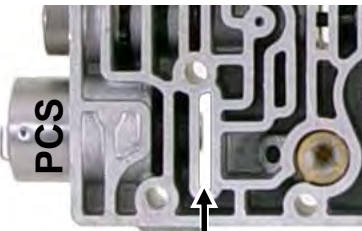
### Additional VB I.D. Info & Tech

91 & 92 Type VB

93 & UP Type VB

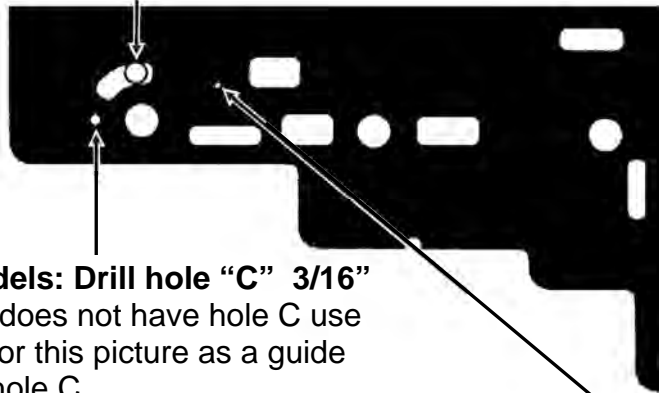


**Non-Vented**  
 Uses balance  
 hole in plate.

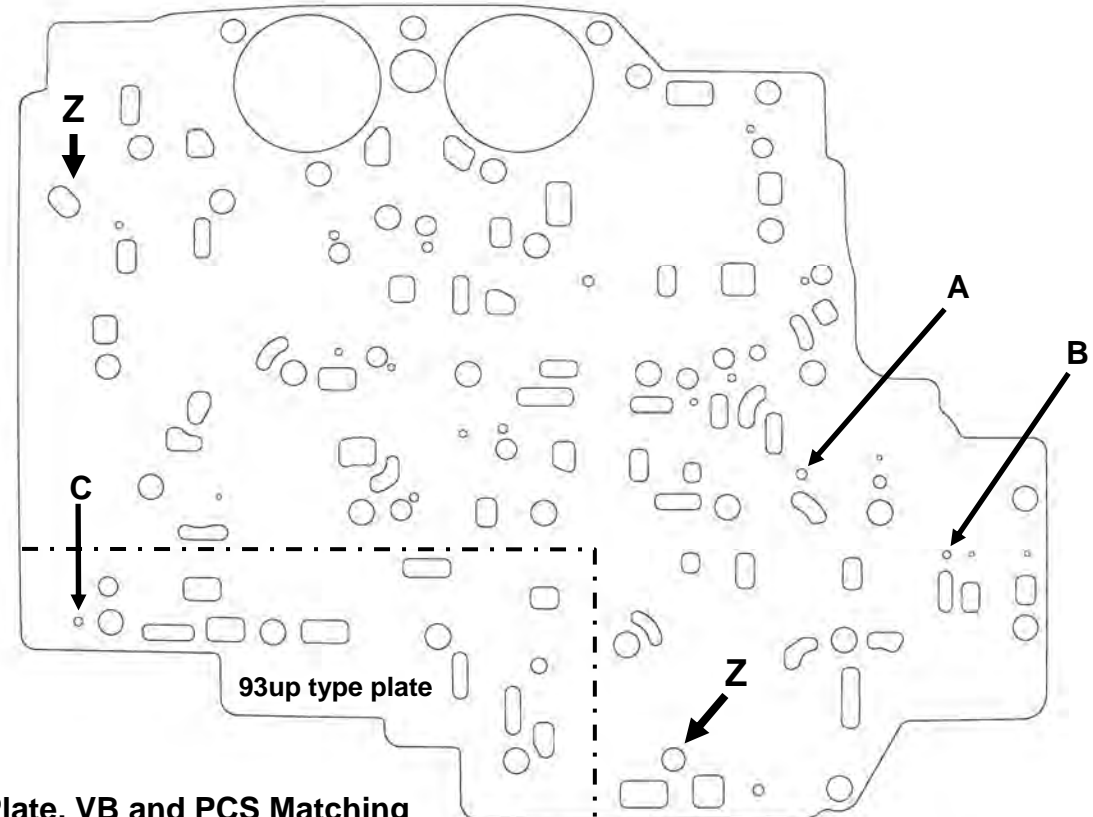


**Vented**  
 No balance  
 hole in plate.

Plate may have round hole here.  
 Gaskets may have round hole here.



**All Models: Drill hole “C” 3/16”**  
 If plate does not have hole C use gasket or this picture as a guide to drill hole C.  
 Both gaskets must also have this hole. Cut hole in gaskets with razor blade if necessary.



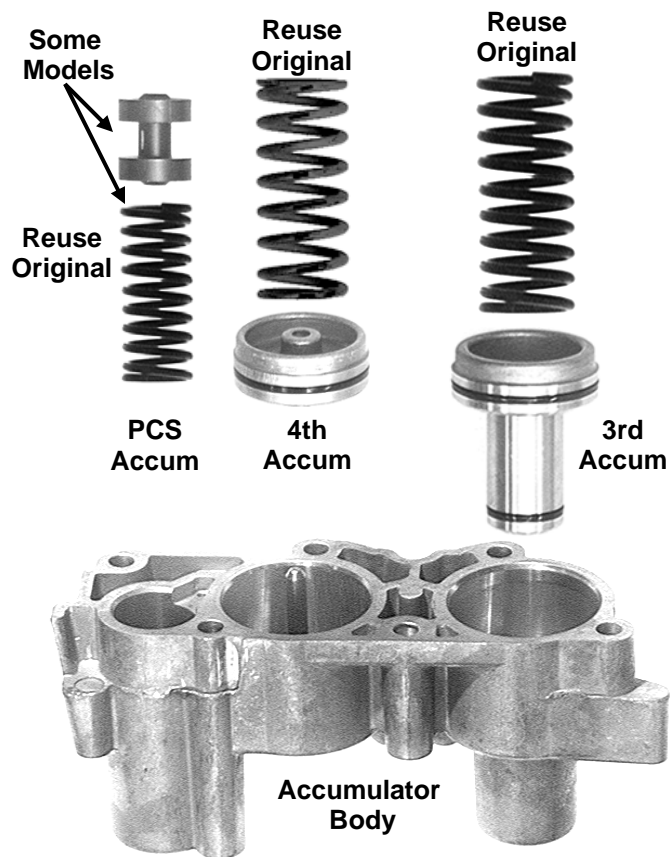
### Plate, VB and PCS Matching

<p>Screen</p> <p>Early PCS w/screen</p>	<p>Pressure Control Solenoid (PCS or Force Motor)</p>	<p><b>Screen on this end:</b> Requires 91 &amp; 92 <b>Non-Vented VB</b> with balance hole in plate.</p> <p><b>No Screen on this end:</b> Ok on <b>all</b> models. Normally found with 93up <b>Vented VB</b> and no Balance hole in plate.</p>
<p>This <b>.038-.040</b> Balance hole is <b>ONLY</b> required on 91&amp; 92 VB's when using a Pressure Control solenoid that <b>HAS</b> a Screen <b>ON THE END!</b> Use gasket or an old plate as a guide if your plate needs the hole <b>AND</b> your VB is the <b>NON-Vented 91-92 Type</b>.</p>		

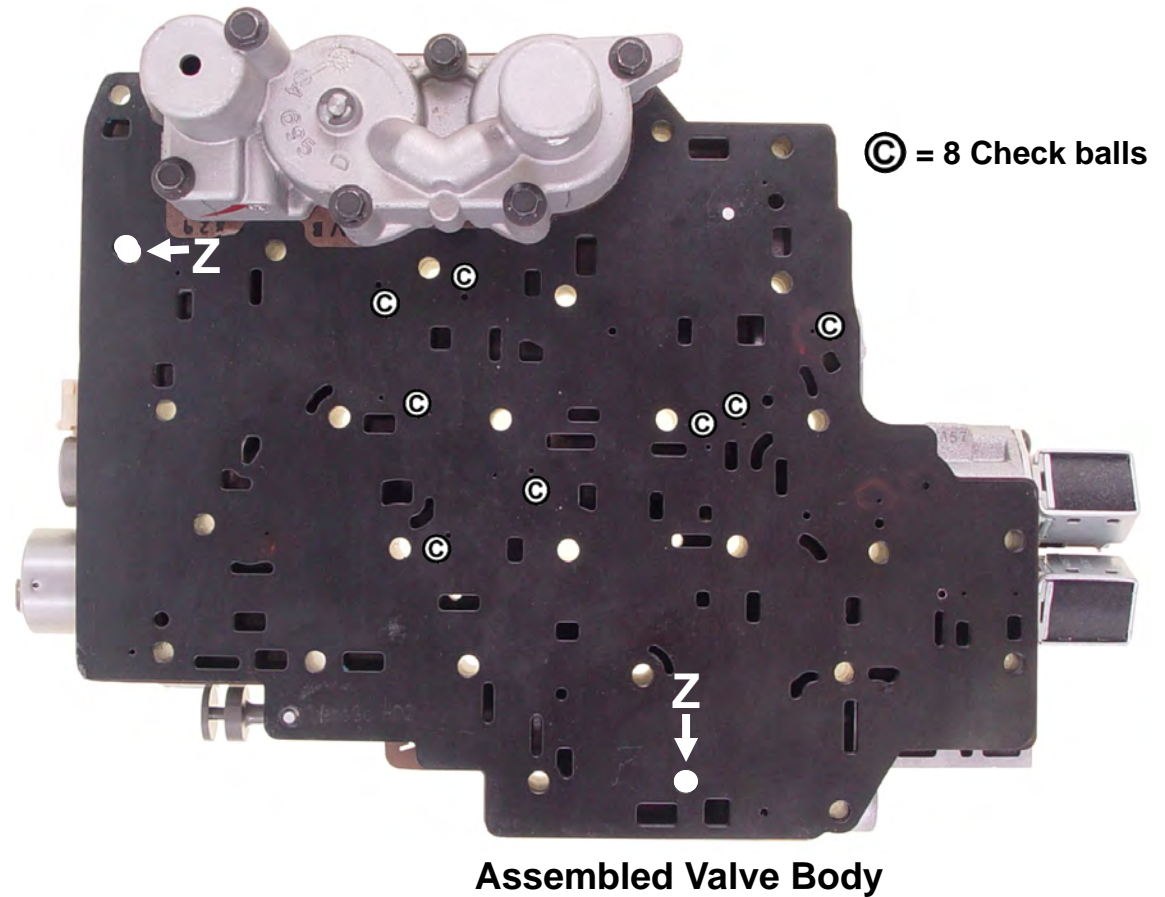
## Step 12

Assemble VB by following A through E.

**Note:** These steps are for assembly purposes only. No kit changes are being done here.



- Install gasket onto accumulator housing.
- Install the full size gasket and the separator plate onto the valve body. Align the plate and gasket by inserting bolts in holes "Z".
- Install the accumulator housing and tighten the bolts.
- Pull out the "Z" bolts. Put a small amount of oil on the plate and place the gasket marked T C on the plate and align it carefully at the "Z" holes.
- Smear a small amount of Vaseline on the holes for the check balls and place eight 1/4" balls on the holes or install in case locations on page 2.



**Don't forget to install the relief valve assembly!**