



Technical Service Information

THM 4L60 (700-R4) SOFT UP-SHIFTS

COMPLAINT: Soft and/or mushy up-shifts regardless of throttle position.

CAUSE: Not enough feed oil to the 2-4 band, and the 3-4 clutch pack.

CORRECTION: Drill the holes in the spacer plate, as shown in Figure 1, as follows:

HOLE "A", DRILL TO .110".
This will improve the 1-2 shift.

HOLE "B", DRILL TO .086".
This will improve the 2-3 shift. DO NOT drill any larger than .086" as a larger hole will create a flare on the 2-3 shift on some models.

HOLE "C", DRILL TO .055".
This will prevent the T.V. valve from hydraulically locking.

HOLE "D", DRILL TO .093".
This will help prevent the 3-4 clutches from burning. This hole was eliminated on the 1988 and later 5.7L models. If your spacer plate does not have this hole, use the gasket as a template and drill it to .093".

HOLE "E", MAKE SURE THIS HOLE IS NOT COVERED WITH YOUR GASKETS.
If this hole is covered by the gaskets, it will create the following:

- (1) Shifts 1-3 in drive, after initial upshift pattern. First set of upshifts are normal, and will be again, after setting awhile.
- (2) Delayed (5 Seconds) 4-2, or 3-2 kickdown.
- (3) Delayed (5 Seconds) manual downshift from D3 to D2. (Stays in 3rd)
- (4) Binds in reverse, after upshifting to 3rd gear. Normal operation after setting for a while.
- (5) Binds in manual Lo, after upshifting to 3rd gear. Normal operation after setting for a while.
- (6) Results in burnt 3-4 clutch plates. They are usually wiped out on the road test, as this is the exhaust hole for the 3-4 clutch.

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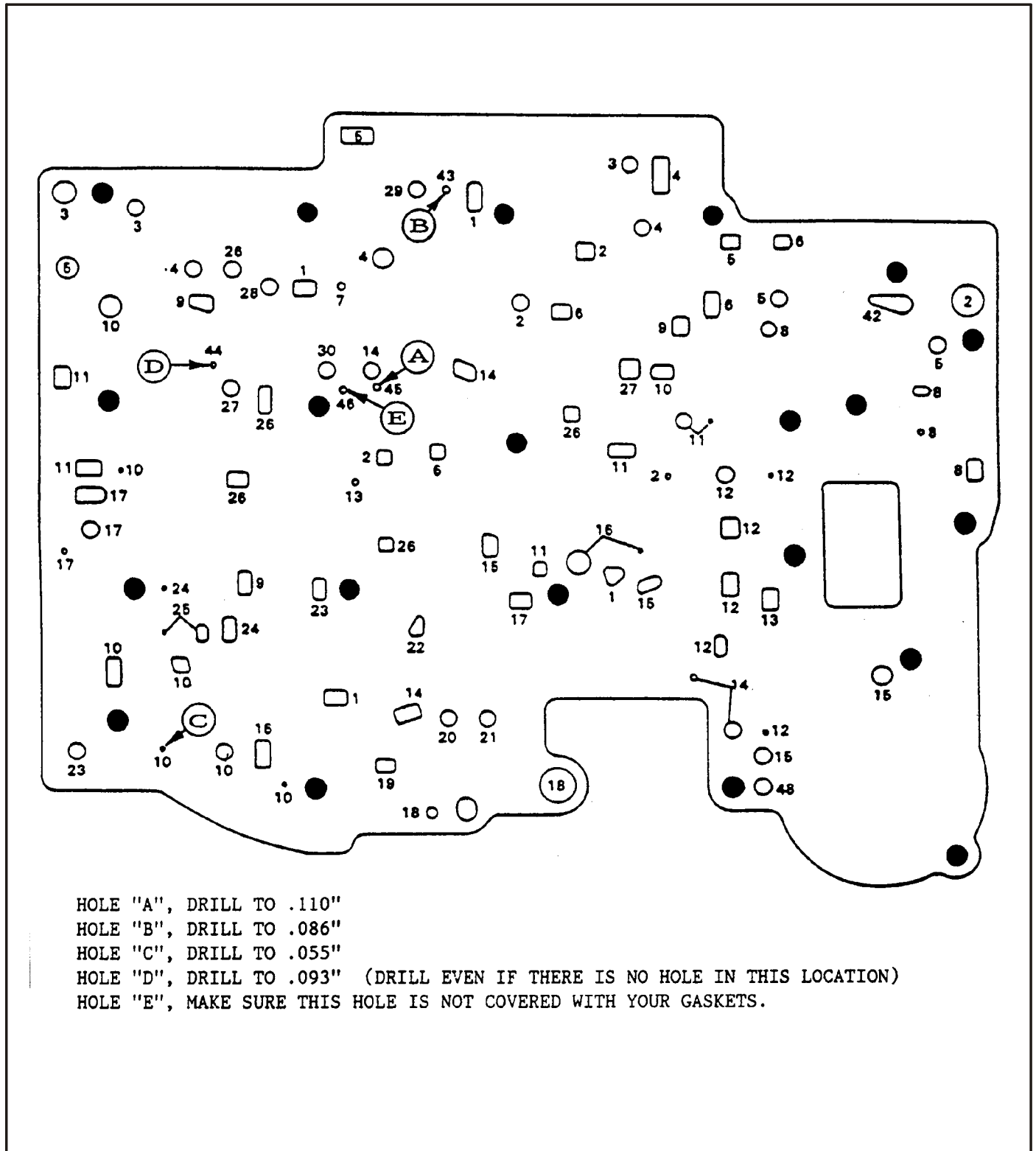


Figure 1