

# 4L80E: Vacuum System Installation

*Does not fit diesel*

**IMPORTANT:** This kit is for Hot rod transplants and show off trucks. It should not be installed in trucks for commercial use or towing.

**Step 1** Drill 11/32" hole at black dot. Make sure hole will be positioned in front of bolt boss as shown in picture. Tap the hole, from this side with 1/8" NP. Install fitting into case with sealer.

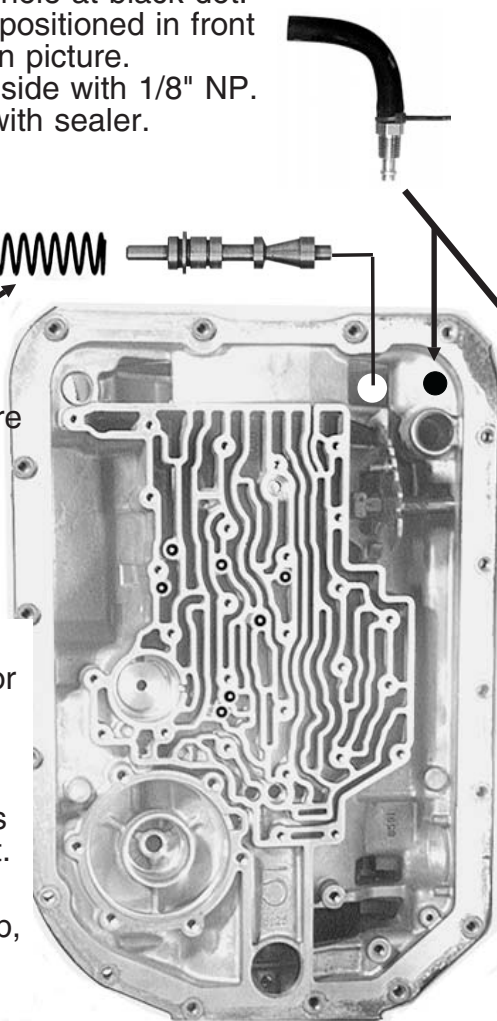


**Step 2** Install PURPLE pressure regulator spring. You must use PURPLE spring when installing vacuum modulator!

No Lockup or 4th gear when hot with a 68, 39 or 85 code is a common complaint.

Most often the cause is leaking factory type rings that don't like getting hot.

For a lasting **FIX** order **4L80E-HTRK**, a Hi-Temp, Low Shrink ring kit.



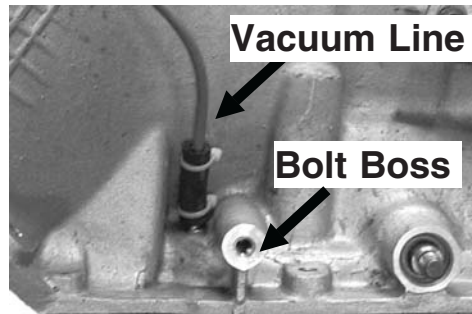
**Step 3** Adjust Pin length: For normal use, shorten the pin to 1.325. If shifts are then too firm, make pin shorter, but do not use a pin shorter than 1.285. Grind as necessary. Use Pin length 1.365 for Hi stall converter use.



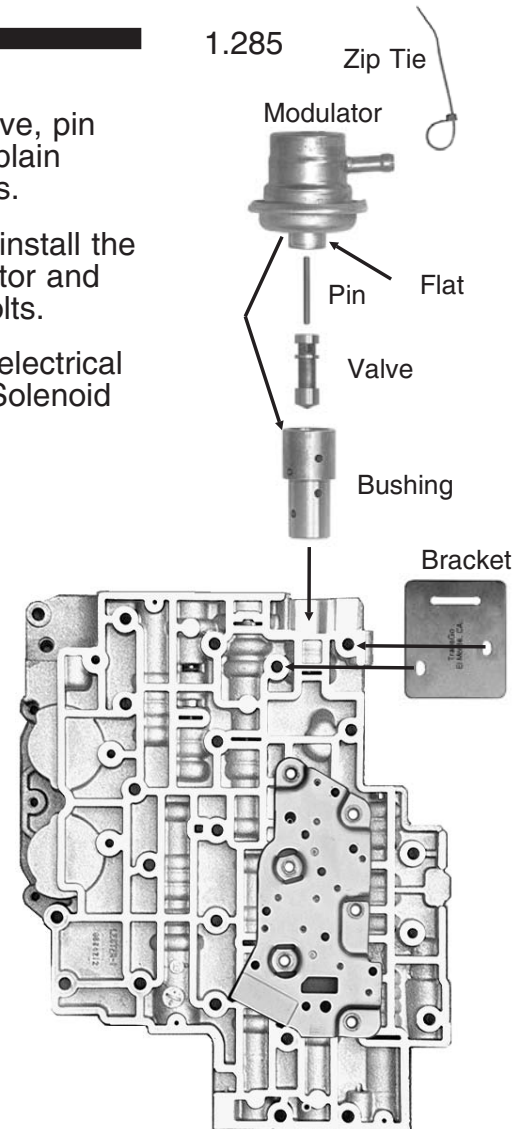
**Step 4** Install the bushing, valve, pin and modulator. Then install long plain spring inside hose and two Zip ties.

**Step 5** Remove two bolts and install the bracket loosely. Push the modulator and the bracket inboard and tighten bolts.

**Step 6** If trans has functional electrical system discard Pressure Control Solenoid and install included resistor.



Drill 11/32 hole to position vacuum fitting and line in front of bolt boss as shown!



# Installing Vacuum Line

“If the engine is supercharged or turbo'd you'll need a pressure bypass valve in the vacuum tube to prevent high pressure trans damage.”

Order TransGo® P/N: VBP-Vac

**Step 1** Using 3/16 Brake line (not provided), route brake line down to modulator case fitting. Use enough line to comfortably reach within 2" of both the vacuum brake booster Tee location (Step 2) and the case vacuum fitting. After determining correct length that will allow you to secure the line and reach both fittings, cut the brake line and swedge both ends to prevent vacuum hoses from slipping off. Secure lines and hoses with Zip-ties.

## Step 3

Install a short piece of Vacuum hose between case fitting and brake line. Make sure rubber vacuum line is as straight as possible to prevent it from becoming kinked. Zip-tie the hose to the line and fitting as shown.

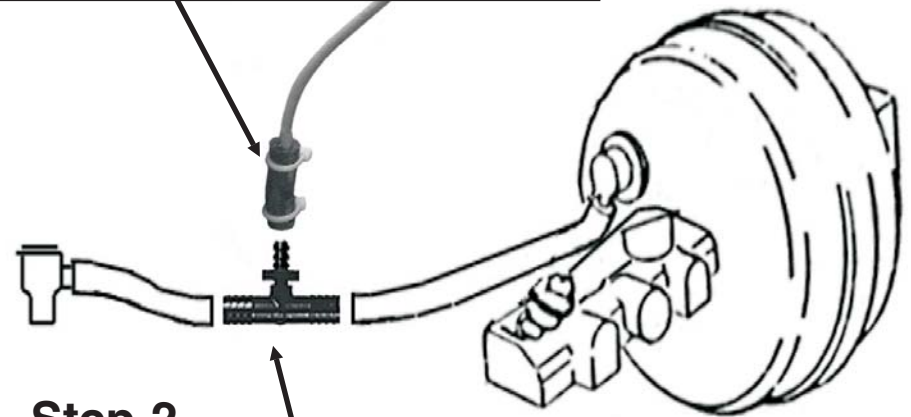
**Product Support:** (626) 443-7451



*Mr Shift*®

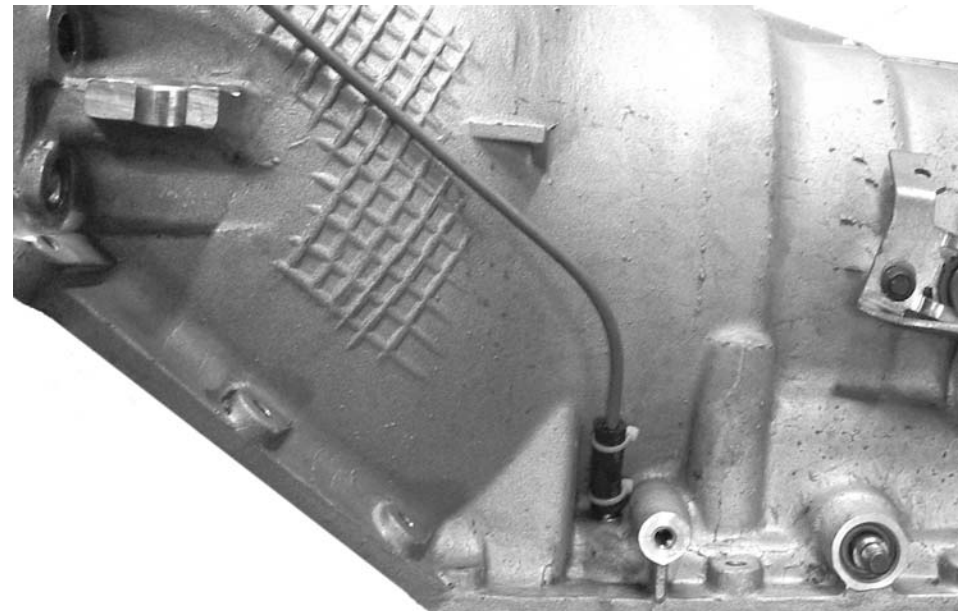
“Thanks for listening!”

Supercharged or Turbo'd engines require bypass here between Tee and 3/16 brake line leading down to trans. Always zip-tie lines to prevent them from slipping off.



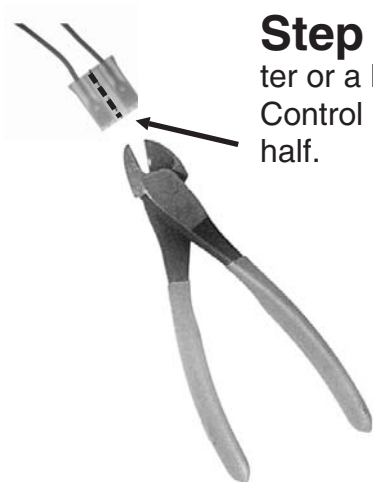
## Step 2

Cut power brake hose and insert tee into hose. Install zip-ties to prevent vacuum leaks.

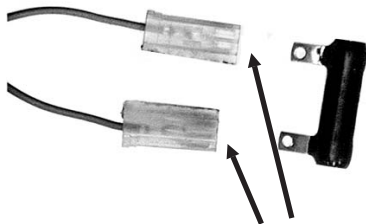


# 4L60E & 4L80E Electric System Pacifier

The “Pacifier” keeps the trans controller from turning on the check engine light or making PCS codes when the Pressure Control Solenoid [Force Motor] has been removed.



**Step 1** With a diagonal cutter or a hacksaw split Pressure Control Solenoid connector in half.



Pacifier resistor is **FRAGILE**, do not drop.

**Step 2** With pliers very **GENTLY** close down the connectors so they fit the pacifier tangs snugly. Install the resistor and Zip tie it to the wire loom to keep it from bouncing around.