

# 700-LU

## 700 Hydraulic Lock Up Kit

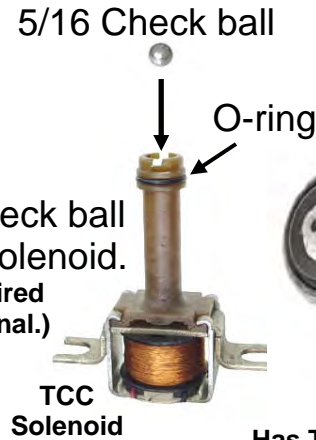
No electrical needed!



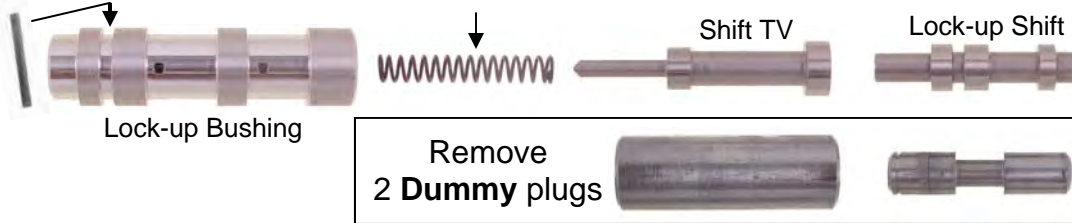
This kit **REQUIRES** your VB to be already bored for inner and outer valve train that currently contains two "dummy" plugs. This kit can also be used to *replace* existing valve train to make TCC shift timing calibration easier.

**Step 2.** Select a **new** lock up valve spring that fits your application. Install **new** Lock-up bushing, spring & valves into bore as shown.

**Step 1.** Install 5/16 check ball into snout of lock-up solenoid. (A good o-ring is required but the wires are optional.)



Standard Gas 2WD = **BLUE**  
Diesel Camaro 4WD = **RED**



Has TCC Bore! Ok to use!

No TCC Bore! No Good!

**Step 3.** Select and install a **new** 3-4 valve spring that fits your application.

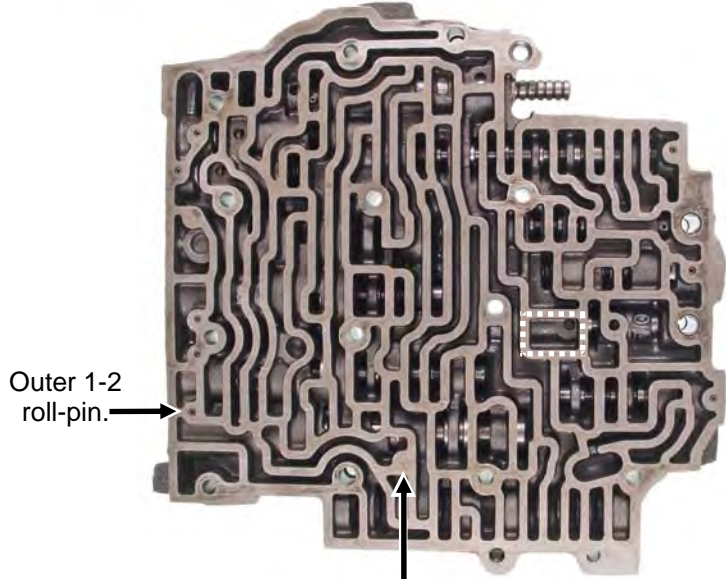
Note: 4WD springs provide later mph up-shift points than 2WD springs.



Some 88-93 models had TCC bored. Most do not!

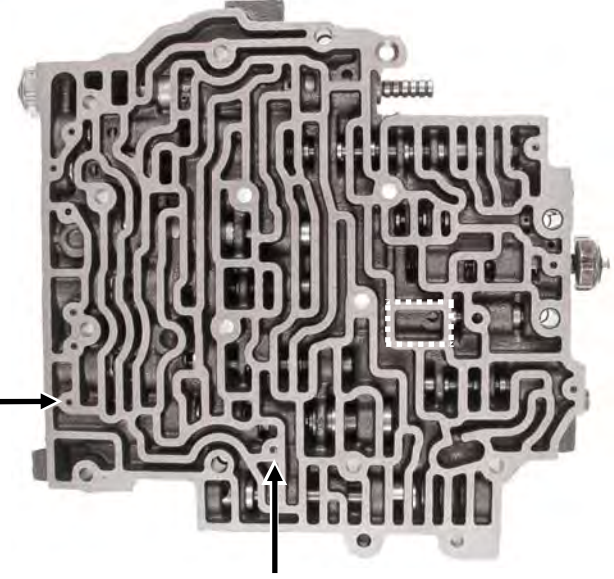


All 82-87 models have TCC bored.



Outer 1-2 roll-pin.

← Swap Type 2  
To Type 1  
With this!



Outer 1-2 roll-pin.

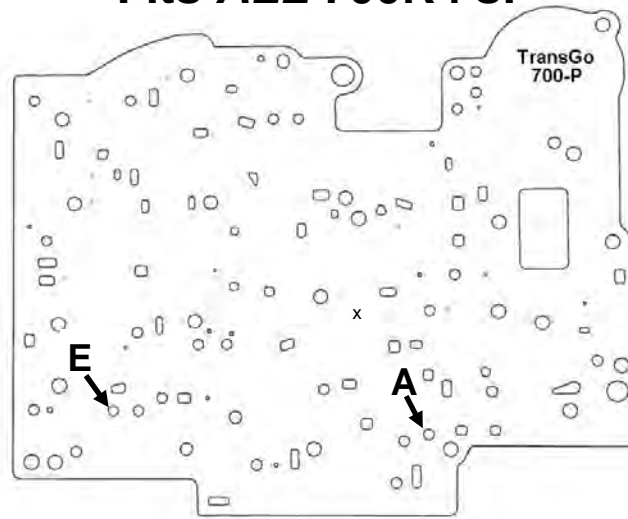
TransGo® 700-P  
Separator Plate.  
Fits ALL 700R4's!

I.D. Valve Body Type:  
NO Roll-Pin Here = 1988-93 VB  
(Type 2 VB only has outer 1-2 roll-pin)

With Type 2 VB— Plate **must not**  
have hole "E" or it must be  
plugged. Type 2 VB used with  
Aux VB only.

I.D. Valve Body Type:  
Has Roll-Pin Here = 1982-87 VB  
(Type 1 VB has 2 roll-pins)

Type 1 VB **must** have hole  
"E" in plate. Type 1 VB used  
with or without Aux VB.



TransGo  
700-P

E

A

Aux VB used on 87-93



Hole "A" Must be plugged or missing for ALL Aux VB Types.

Only Aux VB Case has this partition.



Rear of Case under VB