

# SK<sup>®</sup> C5<sup>™</sup>

1973-UP C5 & C-4 w/Push-in Modulator  
(Also Fits 72 C4 w/Push-in Modulator)

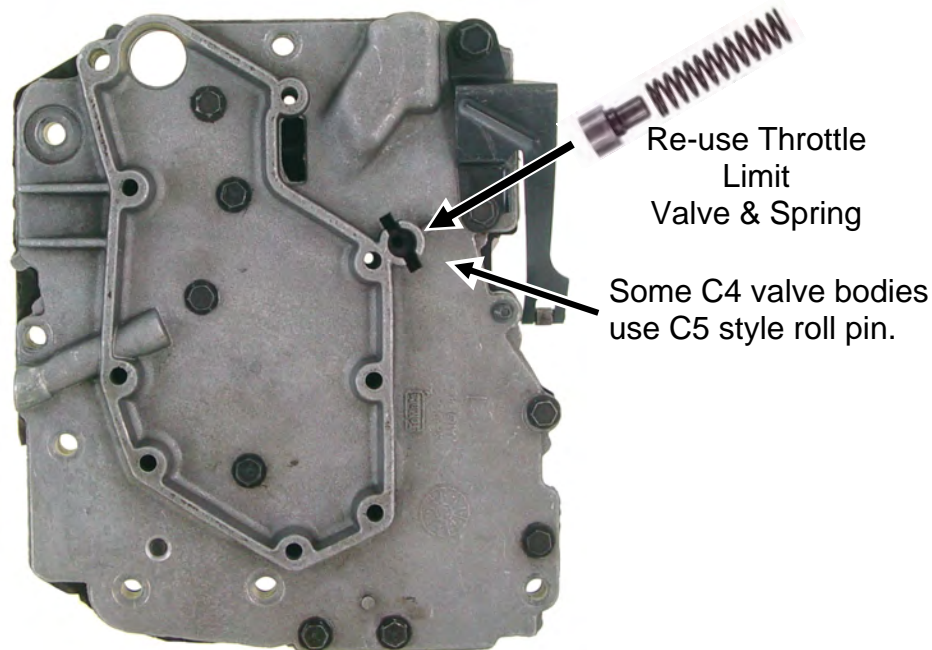
**Reduces/Corrects/Prevents:**

Soft 1-2 Shift, Passing Gear Spin-up, Clutch  
Chatter and Soft 2-3 shift.



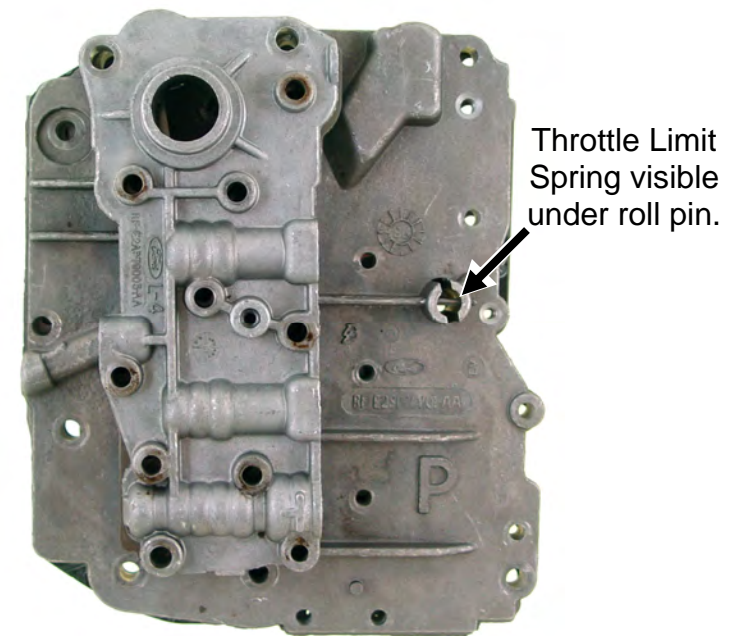
## ID Your Valve Body Type First!

C4 Type Use Pages 2 and 3



**C4 Models:** Install Throttle limit valve and spring before installing filter!

C5 Type Use Pages 4 thru 6



**C5 Models:** Throttle limit valve and spring installs into channel casting while assembling!

# SK<sup>®</sup> 4-73

1973-1980 C4 w/Push-in Modulator  
(Also Fits 72 C4 w/Push-in Modulator)

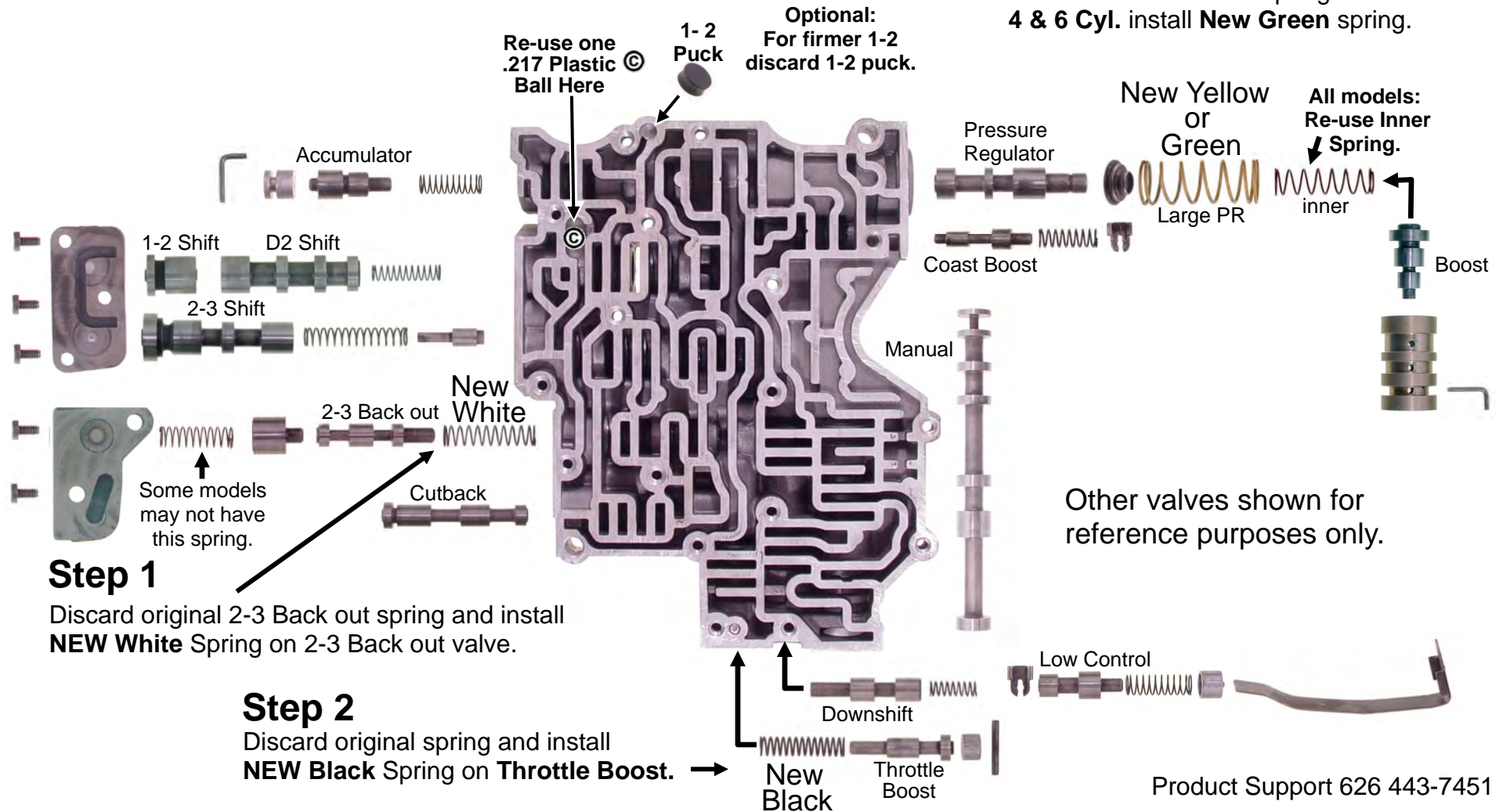
**Reduces/Corrects/Prevents:**

Soft 1-2 Shift, Passing Gear Spin-up, Clutch Chatter and Soft 2-3 shift.



## Step 3

Discard original large diameter PR spring.  
V8 install **New Yellow** spring.  
4 & 6 Cyl. install **New Green** spring.



## Step 1

Discard original 2-3 Back out spring and install **NEW White** Spring on 2-3 Back out valve.

## Step 2

Discard original spring and install **NEW Black** Spring on **Throttle Boost**.

Product Support 626 443-7451

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## Step 4

### Checking Hole Sizes:

**Hole A:** Enlarge hole in plate with drill furnished. (.076 in.)

(If larger than drill furnished, lay a steel check ball on the hole with plate on hard surface and hit ball with a light hammer to shrink hole).

## Step 5

**Drum Surface where front band rides:** If scored, replace drum. If smooth, sand drum with 120-180 grit paper going around the drum. (Same direction as it rotates) Do not sand front to back. This can also be done in the car by removing band struts and rotating drum about an inch at a time and wiping off any grit as you go. No need to sand the drum edges.

## Step 6

**Vacuum Modulator:** Recommend Green Stripe adjustable modulator. Modulator pin length approx. 1-5/8 long.

### Adjusting Modulator:

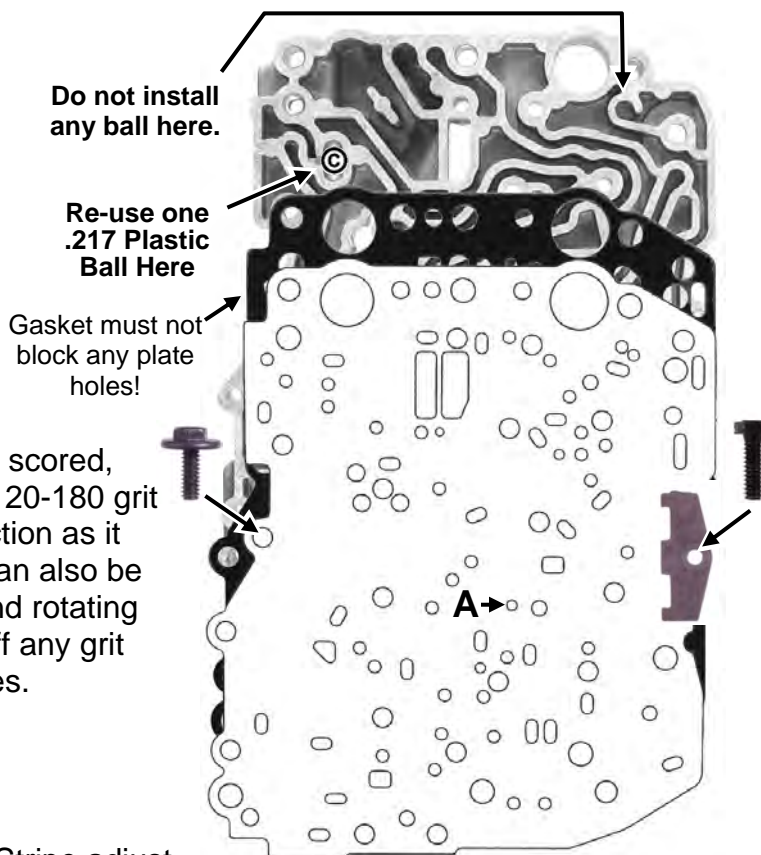
Early shifts feel better and also give your customer better economy and overall performance. Turn adjusting screw counterclockwise makes earlier shifts. Do not turn more the mod screw more than 2 turns counter clockwise.

## Step 7

### Revised Band Adjustments:

**Front Band:** Tighten 10-12 inch pounds (snug with short wrench) and back off exactly 1½ turns.

**Rear Band:** Tighten 10-12 inch pounds (snug with short wrench) and back off exactly 1½ to 2 turns.



### Additional Information

Usual cause of failure in this transmission is due to slow, long upshift to 3rd which releases band too slowly. This glazes drum, causes intermediate band and excessive high clutch wear. Often this trans has passing gear (Kickdown) that is too easy to get and happens too often. This only compounds the issue of band/clutch wear.

When a 3-2 KD is done at anything less than wide open throttle, engine vacuum is high and therefore line pressure is too low to do the KD correctly. This eventually leads to complaints of KD spin-up or cut loose between 32-45 mph, KD downshifts to 1st instead of 2nd at 28-40 mph and late 1-2 and soft shift to high. Your attention and careful adjustments during assembly, along with the installation of this kit will provide you with the confidence of being able to deliver a transmission that works correctly and the customer with the value he deserves. Hey, when this trans is happy, everyone smiles! Thanks for listening! Gil

## Step 8

### Extremely Important! Kickdown (KD) linkage/cable adjustment:

- A) Adjust linkage (bend arm if necessary) so that a 3-2 KD **can not** be obtained at 45-50 mph (cars) or 40-45 mph (trucks).
- B) Now adjust linkage until you can **JUST** get a KD comfortably at wide open throttle. It is very important that KD does not occur **UNTIL** wide open throttle is reached.

### Some friendly advise:

Sticking or dragging valves. This valve body has a very low tolerance to debris and metal particles which scratch the valve bores causing valves to stick. Don't even think about using the converter over. It's a primary source of metal particles that can later make your life miserable when the particles reach the valve body.

**Don't over tighten the small valve body screws. Use 24-28 inch pounds.**

**Don't forget to install throttle limit valve & spring under filter!**



# SK<sup>®</sup> C5

Fits 1982-1986

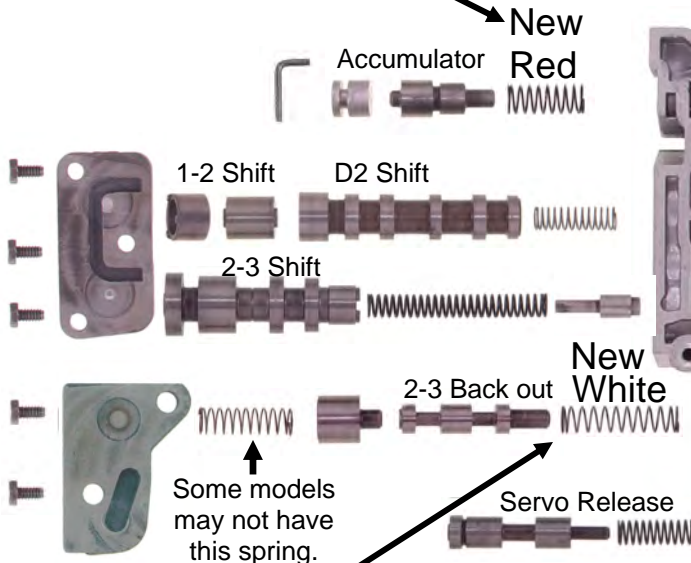


**Reduces/Corrects/Prevents:**

**Soft 1-2 Shift, Slips or no reverse when hot.  
Passing Gear Spin-up**

## Step 1

Discard original spring and install **New red spring**.



## Step 2

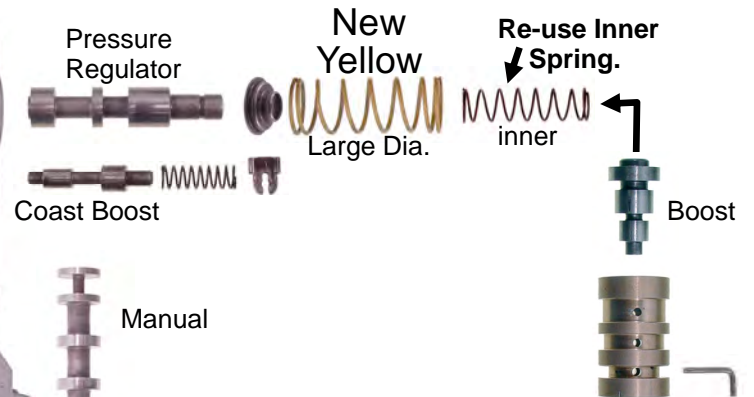
Discard original 2-3 Back out spring and install **NEW White Spring** on 2-3 Back out valve.

## Step 3

Discard original spring and install **NEW Black Spring** on **Throttle Boost**.

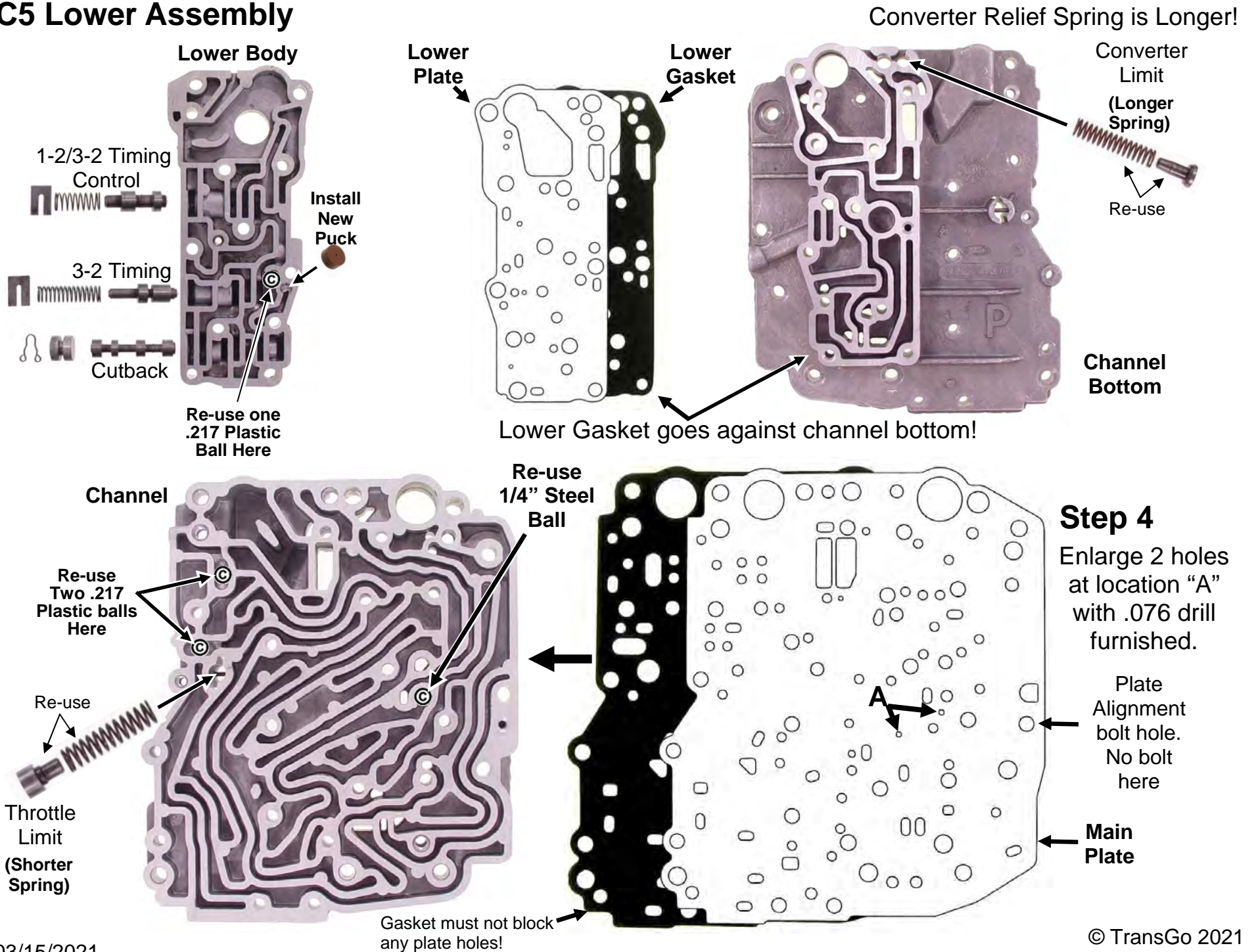
## Step 4

Discard original **Large** diameter spring. Install **New Yellow Outer** spring. Re-use original inner. **(If it had one.)**



Other valves shown for reference purposes only.

# C5 Lower Assembly



## C5 Final Steps

### Step 5

**Drum Surface where front band rides:** If scored, replace drum. If smooth, sand drum with 120-180 grit paper going around the drum. (Same direction as it rotates) Do not sand front to back. This can also be done in the car by removing band struts and rotating drum about an inch at a time and wiping off any grit as you go. No need to sand the drum edges.

### Step 6

**Vacuum Modulator:** Recommend Green Stripe adjustable modulator. Modulator pin length approx. 1-5/8 long.

**Adjusting Modulator:**

Early shifts feel better and also give your customer better economy and overall performance. Turn adjusting screw counter-clockwise makes earlier shifts. Do not turn the mod screw more than 2 turns counter clockwise.

### Step 7

**Revised Band Adjustments:**

**Front Band:** Tighten 10-12 inch pounds (snug with short wrench) and back off exactly 3½ turns.

**Rear Band:** Tighten 10-12 inch pounds (snug with short wrench) and back off exactly 1½ to 2 turns.

### Step 8

**Extremely Important! Kickdown (KD) linkage/cable adjustment:**

- A) Adjust linkage (bend arm if necessary) so that a 3-2 KD **can not** be obtained at 45-50 mph (cars) or 40-45 mph (trucks).
- B) Now adjust linkage until you can **JUST** get a KD comfortably at wide open throttle. It is very important that KD does not occur **UNTIL** wide open throttle is reached.

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#### Some friendly advise:

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**Don't over tighten the small valve body screws.**

**Use 24-28 inch pounds.**