



Installation Instructions

TH-700-R4 Upshift Kit

Part Number 70237

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The B&M TH-700-R4 Upshift Kit is designed to eliminate the forced part-throttle 4-3 downshift characteristic inherent in all General Motors TH700 transmissions.

INSTALLATION

Automatic transmissions operate at temperatures above 200° F. It is suggested that the vehicle be allowed to cool for a few hours to avoid burns from hot oil and parts. The vehicle should be raised off the ground for ease of installation. Jack stands, wheel ramps, or a hoist will work fine. Make sure the vehicle is firmly supported. Try to raise it at least 1-2 feet so you have plenty of room to work. We recommend you obtain a new pan gasket (not supplied). Reusing the old gasket is not recommended.

Listed below are the required tools for installation of this kit.

- Drain pan
- 10, 12 mm Sockets
- 2" Extension
- 3/8" Drive ratchet
- Pliers

STEP 1. Raise vehicle. Support it firmly. TH700 transmissions do not have drain plugs. Position your drain pan beneath the transmission to catch oil. Remove the rear pan bolts first, then work towards the front. Loosen but do not remove the three front pan bolts. If the pan sticks to the case, use a screwdriver to pry it down and break the pan loose from the case. Fluid will drain now. Remove the front three pan bolts to slowly allow the rest of the fluid to drain. Lower the pan and set aside. Put the pan bolts in the pan so the bolts will not become lost.

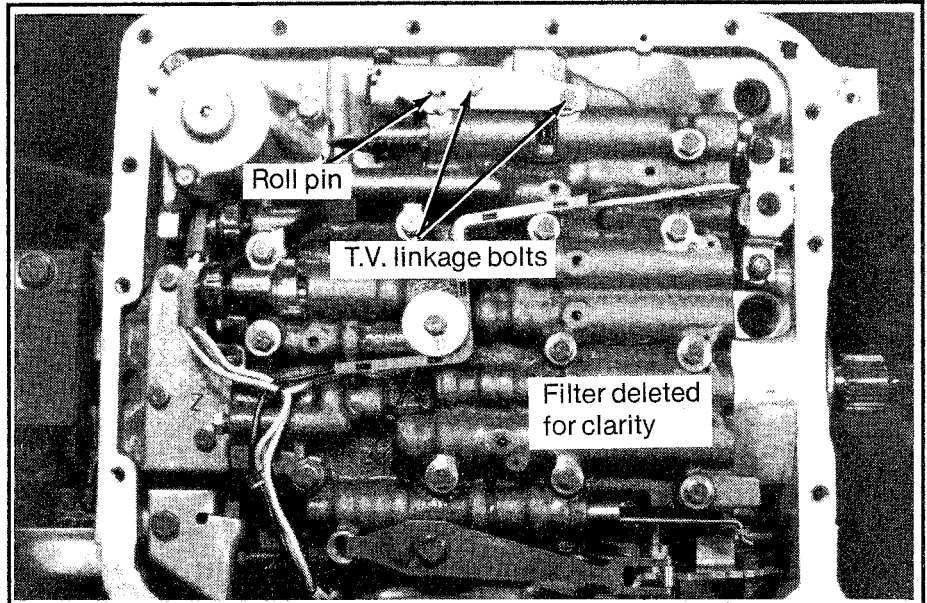


Figure 1

STEP 2. Remove the two bolts holding the T.V. cable linkage. See **Figure 1**. Lower the linkage out of the way. Do not bend or distort the T.V. link.

STEP 3. Carefully pull the roll pin shown in **Figure 2** out of the valve body. Pull plunger and sleeve out of valve body.

STEP 4. Remove plunger from sleeve. The plunger must have the number "94" stamped on the large end. In some very rare cases there may be a "93" stamped on the large end of the plunger. **DO NOT USE ANY OTHER PLUNGER THAN THE ONES STAMPED "94."** If you do not have a "94" plunger, obtain one from a transmission shop or junkyard. These parts are not available through a GM dealer.

STEP 5. Insert the plunger into the kit sleeve and make sure it slides in and out of the bore freely. Install the sleeve and plunger into the bore. The spring should be in place. Align the pin slot on the sleeve with the roll pin hole in the valve body. Carefully push roll pin in place. Make sure it retains the sleeve. The pin should protrude about .090 when properly installed.

STEP 6. Install the T.V. linkage and tighten the two bolts to 11 N-m (8 ft.-lb.). Install the pan and a new gasket (not supplied) on to the case. Install the bolts and tighten to 4 N-m (10 ft.-lb.). Add Dexron II or B&M Trick Shift fluid until the oil level registers full on the dipstick, with the engine running. You

should require about 4-6 quarts of fluid. Adjust the T.V. cable per the procedure in **Figure 3**, with the engine off. The T.V. cable adjustment must be done correctly for proper transmission operation. Once the cable is adjusted do not tamper with the adjustment. An improper T.V. cable setting can cause transmission failure, and only the procedure shown in **Figure 3** will set the cable properly.

If you are installing this kit along with the B&M Transpak (#70235) you need only follow Steps 3, 4 and 5 of these instructions.

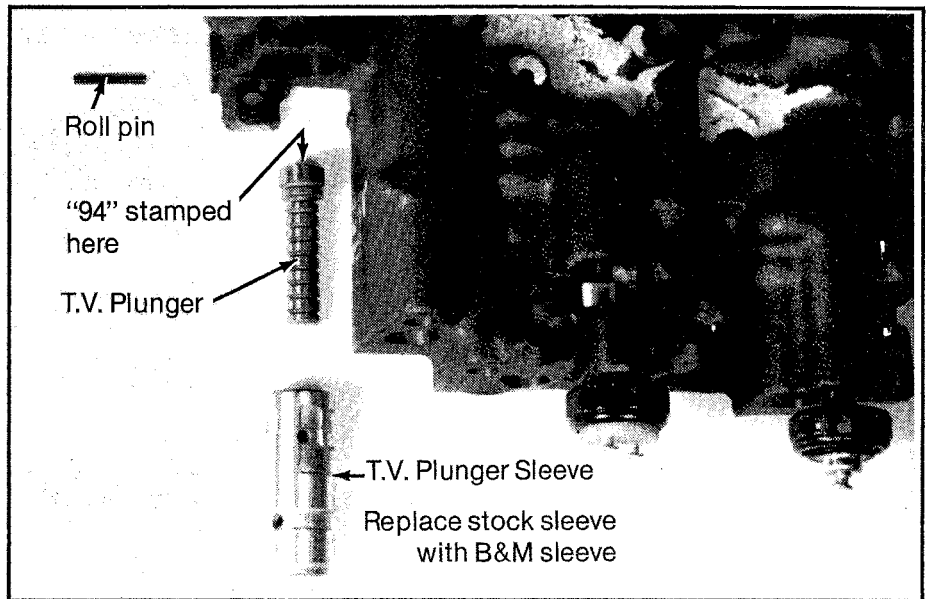


Figure 2

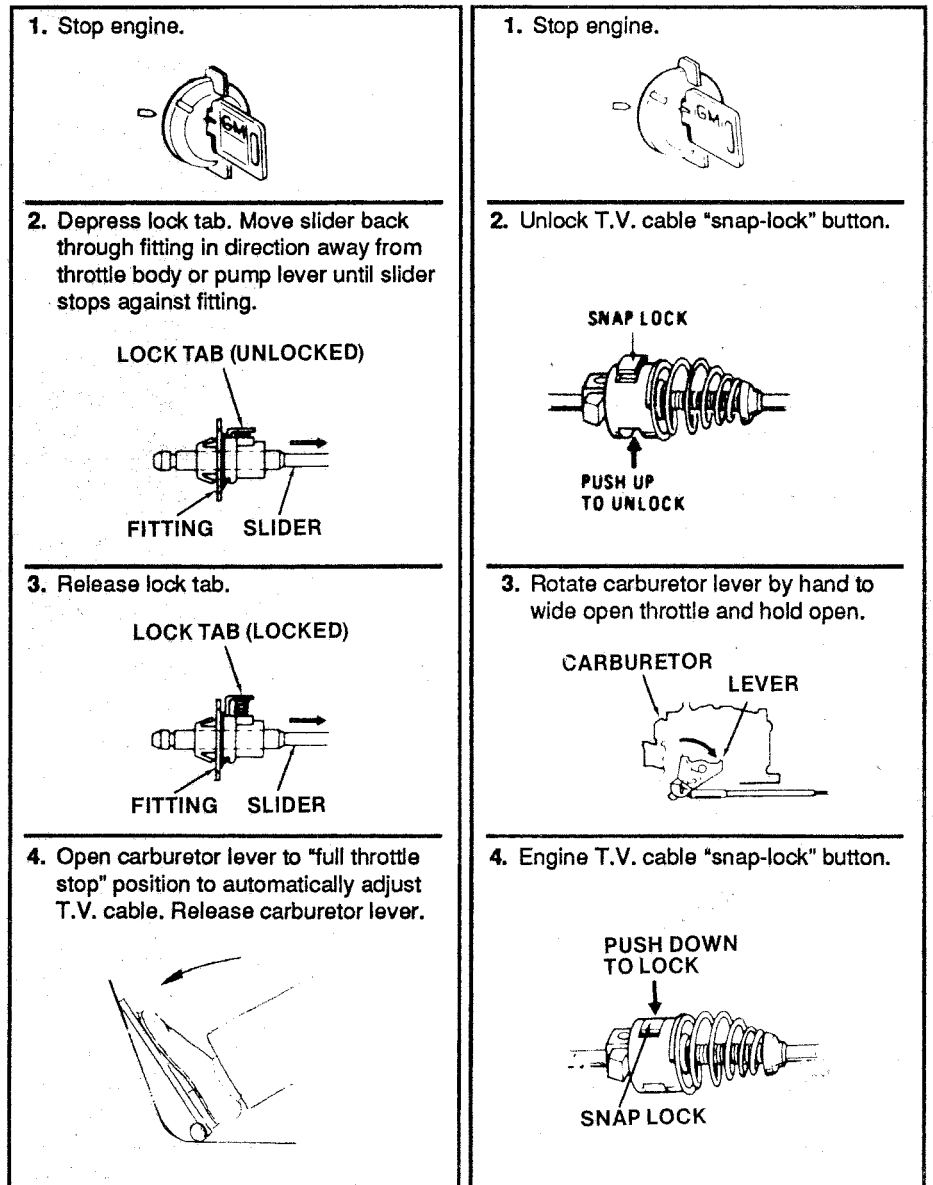


Figure 3