

FEATURES

- Uses Level 10 HydroSystem™ Technology
- Reduces transmission heat build-up and wear
- Improves transmission durability
- Improves shift feel
- Dual application kit:
 - RV's, Sport Utilities, or vehicles used for towing or carrying heavy loads.
 - High performance street/strip vehicles. Needed when installing supercharger or high-horsepower engines.

NOTICE

- This is **NOT** a repair kit! The transmission must be in good working order prior to installation.
- These instructions are designed for use by individuals who are familiar with the proper procedures for disassembly, repair, and reassembly of the General Motors 200-4R transmission.
- **Work safely!** Wear safety glasses and support the vehicle properly on a lift or by using jackstands.
- **Overheating** causes 9 out of 10 transmission failures.

INSTALLATION INSTRUCTIONS

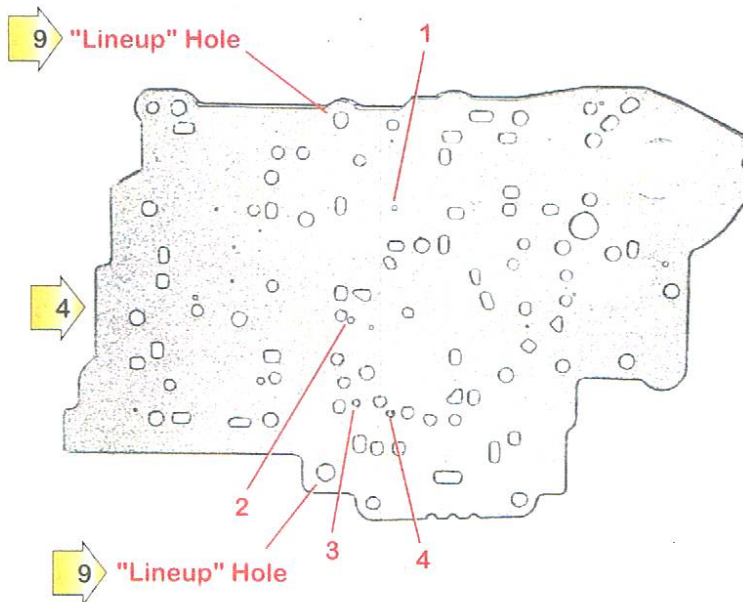
NOTE: Installation of the Valve Body Recalibration Kit is very simple and may be performed with the transmission in the vehicle. As you disassemble the valve body, keep track of which bolts came from where - they are of different lengths! **Installation of a bolt of the wrong length will cause SEVERE damage to the transmission.**

TOOLS: Other than normal hand tools, you will need a 10 mm socket, a 13 mm socket, and an inch-pound torque wrench.

- ➔ **1** Allow the transmission to cool down. Drain the fluid and remove the pan and the filter. Be careful you don't get a fluid bath!
- ➔ **2** Remove the Valve Body, the 1-2 Accumulator Assembly, and the Separator Plate from the case. Be sure to catch and save the Checkballs that will fall out (three (3) from the Valve Body and eight (8) from the case).
- ➔ **3** Remove the original Spring from the 1-2 Accumulator and discard it. Install the Orifice (press or tap in place) into the hole indicated. **NOTE: this Orifice MUST be installed below the surface** so it does not interfere with the Gasket! Install the New Spring (WHITE).

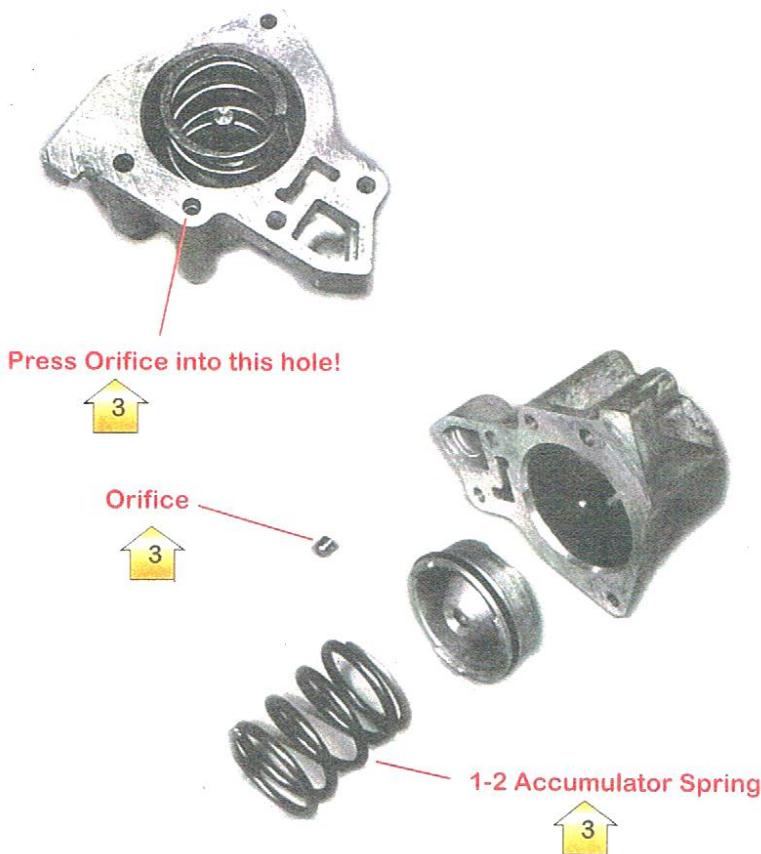
➔ **4** For Normal Duty, leave the Separator Plate as-is! For other applications, drill the Separator Plate, as follows:
HOLE DESCRIPTION

- 1** .093 (3/32") for Heavy Duty and Towing Applications
.093 (3/32") for High Performance Applications
.125 (1/8") for Racing Applications
- 2** .093 (3/32") for Heavy Duty and Towing Applications
.125 (1/8") for High Performance Applications
.125 (1/8") for Racing Applications
- 3** .125 (1/8") for Heavy Duty and Towing Applications
.125 (1/8") for High Performance Applications
.140 (9/64") for Racing Applications
- 4** .093 (3/32") for Heavy Duty and Towing Applications
.093 (3/32") for High Performance Applications
.140 (9/64") for Racing Applications



➔ **5** Referring to the figure on the next page, remove the MTV Upshift Valve. Some transmissions do not have a Spring behind this valve - if yours does, remove it and discard it. Reinstall the MTV Upshift Valve into the Valve Body.

➔ **6** Referring to the figure on the next page, remove the Line Bias Valve and the existing Spring. Slip the New Spring (RED) inside the existing Spring and install the springs and the Line Bias Valve Into the Valve Body.

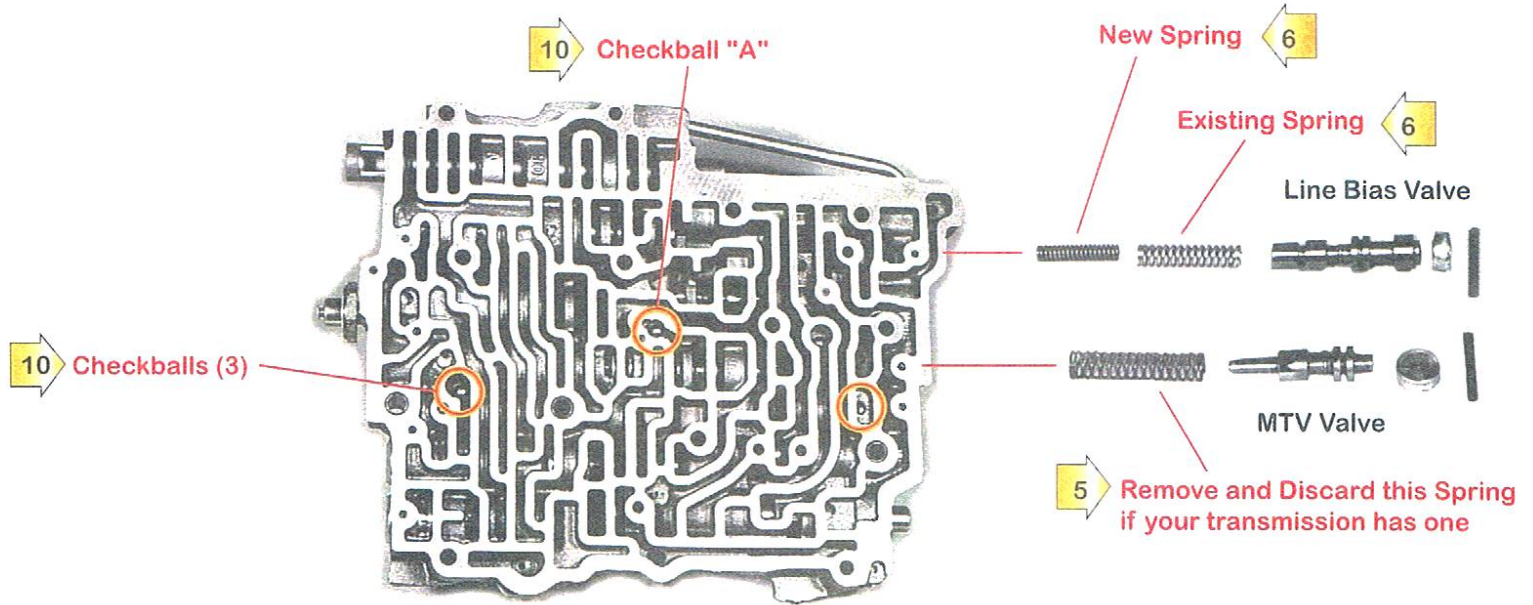


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7 Remove the **Retaining Ring** and remove the original **Pressure Regulator Valve Train** from the Case and discard it. Install the new Pressure Regulator Valve Train - the **New Spring** is PURPLE in color. Reinstall the Retaining Ring.

8 Using small dabs of Transmission Assembly Lube to hold them in place, install **six (6) Checkballs** into the Case.

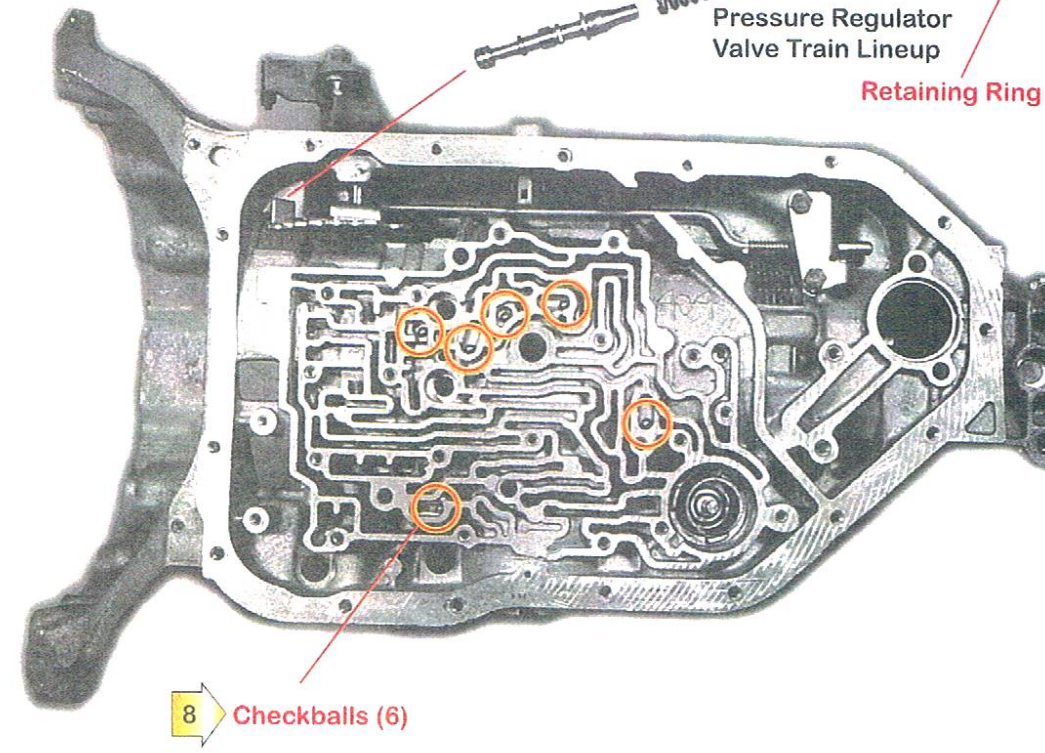
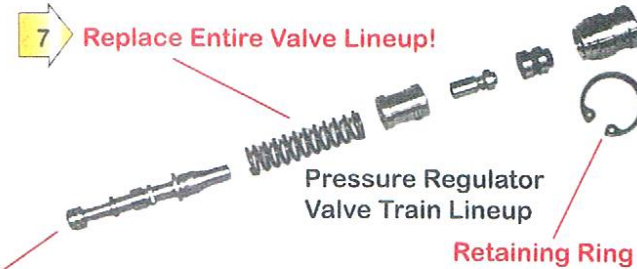
9 Using two temporary bolts through the "LINEUP" holes, install the **Separator Plate** to the case. Install the **1-2 Accumulator Assembly** to the Case. Torque the bolts to **110 in-lb**. Remove the two (2) temporary bolts.

10 Install **three (3) Checkballs** into the Valve Body. If you want **VERY FIRM**, tire chirping 1-2 shifts, eliminate **Checkball "A"** and only install the other two (2) Checkballs. Install the Valve Body to the Case. Torque the bolts to **110 in-lb**.

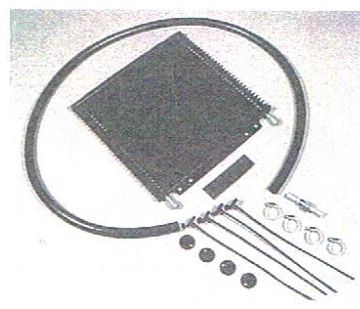
11 Install the Filter. **CAUTION:** be sure remove the rubber seal from the old filter - it probably is stuck in the Case! To further protect your transmission, we suggest that you install a new **Level 10 High Performance Filter**. Install the Pan, using the supplied Gasket

12 Add 4-5 quarts of ATF and a container of **Level 10 Transmission Concentrate**, or use **Level 10 High Performance ATF**. Start the engine - **check for leaks and check the fluid level**.

13 Road test the vehicle and **Feel the Difference™**. Be sure to **check for leaks and check the fluid level** again, as soon as the transmission warms up.



To provide the utmost protection for your transmission, use **Level 10 ATF** or **Level 10 Transmission Concentrate!**



If you haven't already installed a **Level 10 Transmission Cooler** now would be a good time to do it! **Excess heat causes 9 out of 10 transmission failures**

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