



HOLD IT! Identify the valve body first!

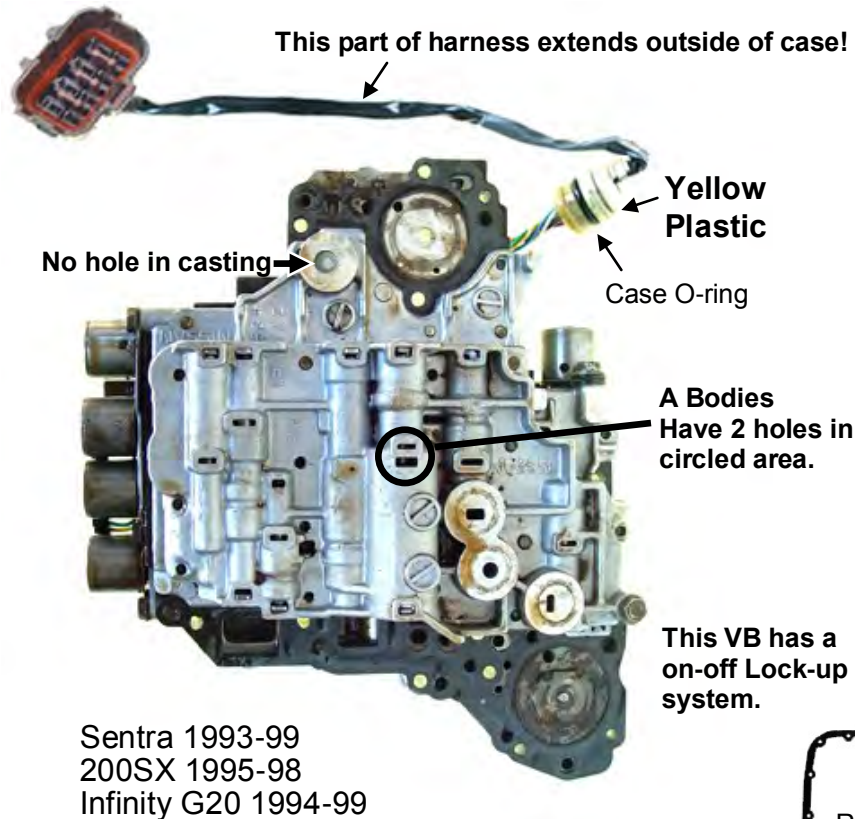
For RE4FO4 (Large Case) VB's See other side.

RE4FO3 A models: The internal solenoid wires extend outside of the case as shown below.

Use **SK® RE4FO3A**

For **Hot Rods** Only:

Use **RE4FO3A HD-2 Reprogramming Kit®**

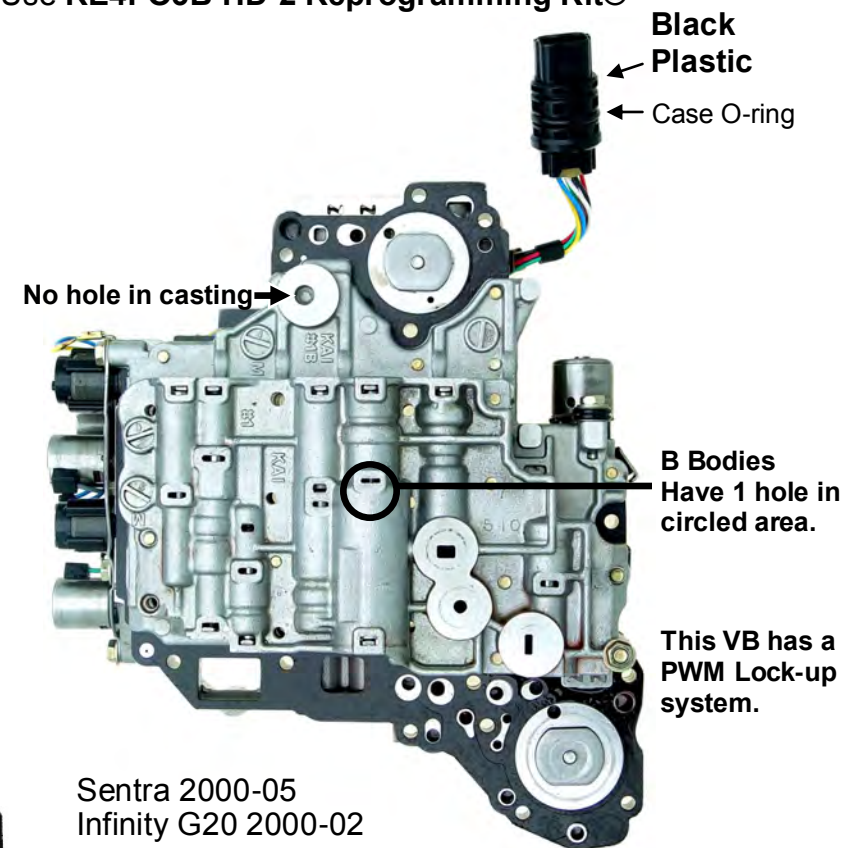


RE4FO3 B models: The internal solenoid wiring harness **DOES NOT** extend outside of the case!

Use **SK® RE4FO3B**

For **Hot Rods** Only:

Use **RE4FO3B HD-2 Reprogramming Kit®**



RE4FO3 Pan
Gasket

Over



HOLD IT! Identify the valve body first!

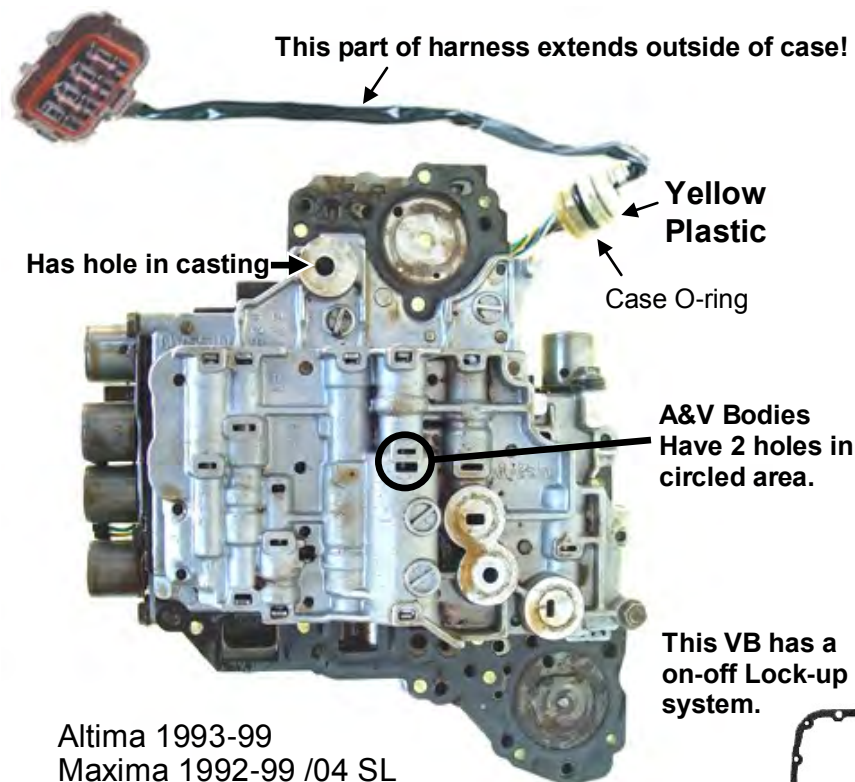
For RE4FO3 (Small Case) VB's See other side.

RE4FO4 A&V models: The internal solenoid wires extend outside of the case as shown below.

Use **SK® RE4FO4A**

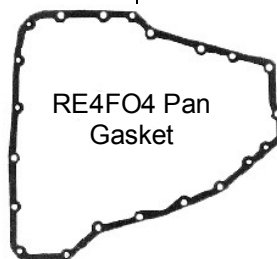
For **Hot Rods** Only:

Use **RE4FO4A HD-2 Reprogramming Kit®**



Altima 1993-99
Maxima 1992-99 /04 SL
Quest 1993-02 /04 S&SL /05-06 S
Infinity i30 1995-99
Mercury Villager 1993-02

This VB has a
on-off Lock-up
system.



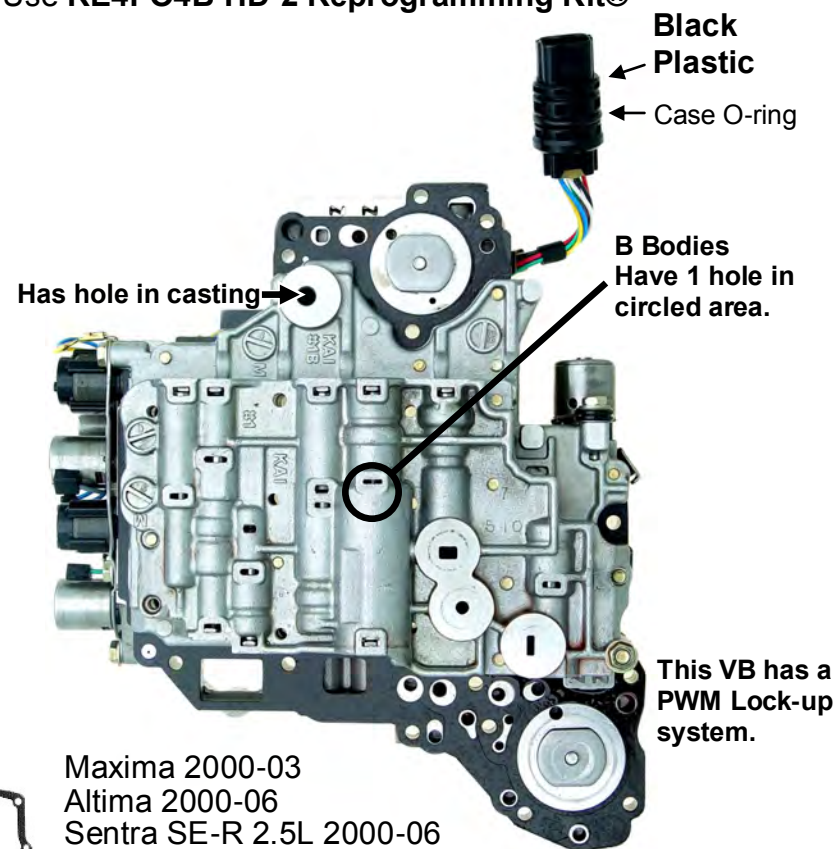
Over

RE4FO4 B models: The internal solenoid wiring harness **DOES NOT** extend outside of the case!

Use **SK® RE4FO4B**

For **Hot Rods** Only:

Use **RE4FO4B HD-2 Reprogramming Kit®**



This VB has a
PWM Lock-up
system.

Maxima 2000-03
Altima 2000-06
Sentra SE-R 2.5L 2000-06
Infinity i30 2000-01
Infinity i35 2002

RE4F03A Shift Kit[®]

Front Drive Nissan--*Without* TV Cable

Sentra GXE 93-99 200SX 95-98 G20 Infinity 94-99



You never felt a Nissan shift this good, Hot or COLD.

This Kit is about:

Rough 2nd cold. No 3rd after a 3-2 or 4-2 kickdown. Direct clutch (3rd) inner seal **leaks**, wears or opens up, etc.

Corrects Hard and Soft 1-2. Long 2 -3 at heavy throttle. **Firmer 4th and lockup.**

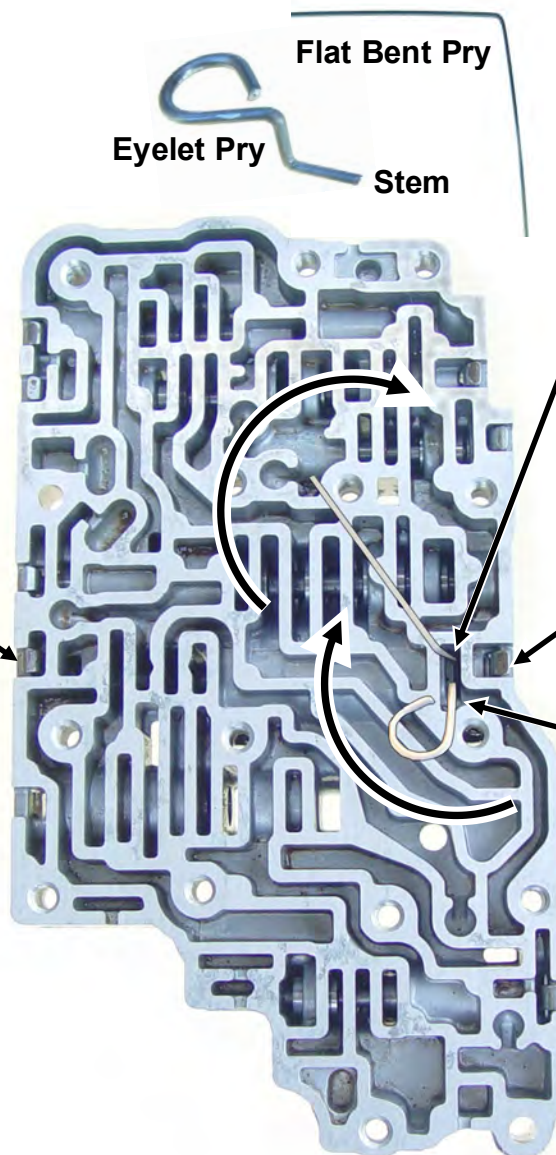
Use a skinny punch from other side of VB to *push* accum valve out of bore.

Retainer

End plug



Accum Valve



LISTEN UP: If trans is out of vehicle do page 7 first.

Step 1. Remove Retainers. With sand paper smooth the small burr where the retainer was against bore.

Step 2. Insert **Flat Bent Pry** between the end plug & accum piston. Push piston inward away from the end plug far enough to insert the stem end of eyelet pry.

Step 3. With **Eyelet Pry** *push* the end plug **GENTLY** in various spots to remove it. Then remove 2nd accum piston, spring & washer on **Page 2**. Then *push* accum valve and end plug from this side of VB with a thin punch.

Upper Valve Body

You'll love the 1- 2 shift.
Short--Smooth--No bangs

© Checkballs:

Five Steel .214 to .218
Don't use plastic balls.

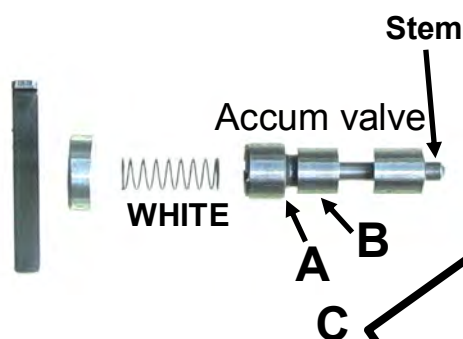
Use some **Vaseline** to keep the
checkballs in place **NOT** grease.



Hello Mechanic:

Install accumulator valve first.
Then install the flat washer on
the **stem** of accum valve, then
the remaining parts as shown.

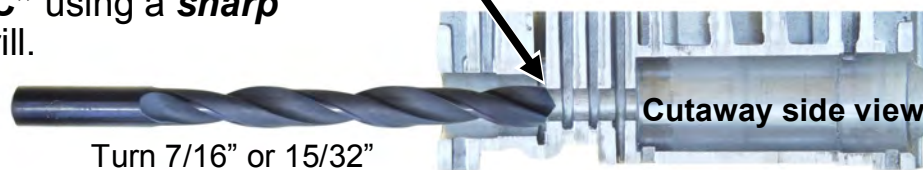
Step 1. Remove the accum valve.
Chamfer partition as shown at bottom
of page. Clean the bore. Reinstall
valve. Install the **WHITE** spring, end
plug and retainer.



Here's Why: Edge **A** on the valve
hits partition at **C**. This deforms the
bore which sticks the valve at land **B**.

Here's how to fix it:

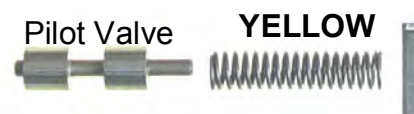
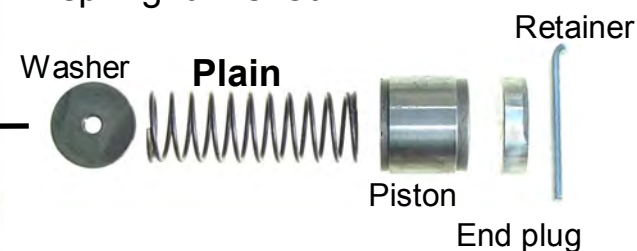
By HAND, make a slight chamfer
in valve bore at "**C**" using a **sharp**
7/16" or 15/32" drill.



Turn 7/16" or 15/32"
drill by *hand* in bore.

Upper Valve body

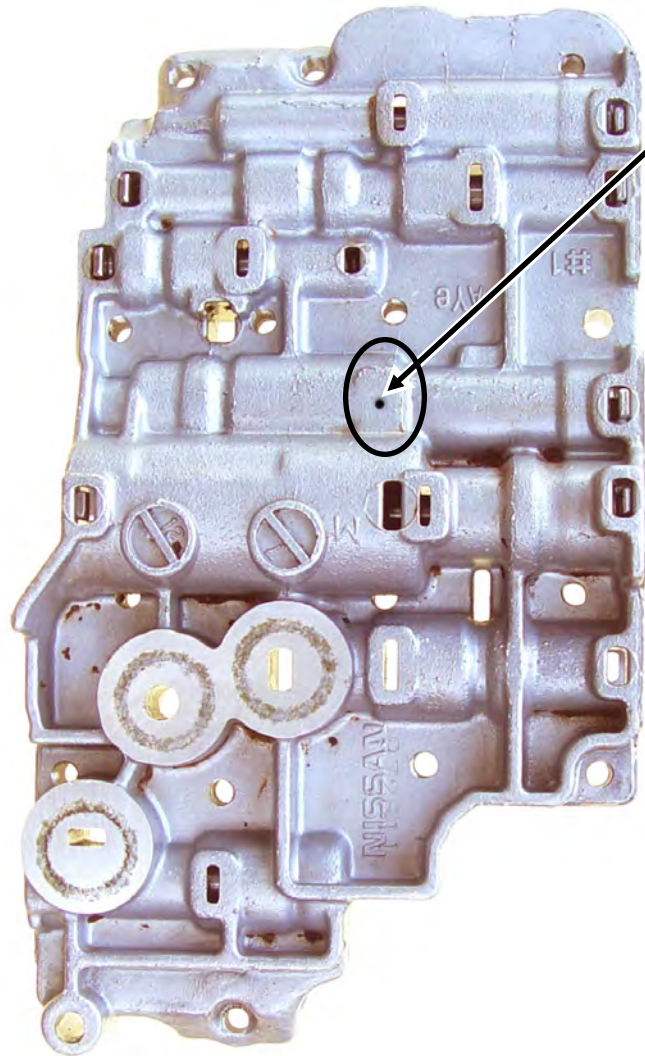
Step 2. 2nd Accum Piston.
Install washer and the **PLAIN**
spring furnished.



Step 3. Pilot valve.
Install **YELLOW** spring.

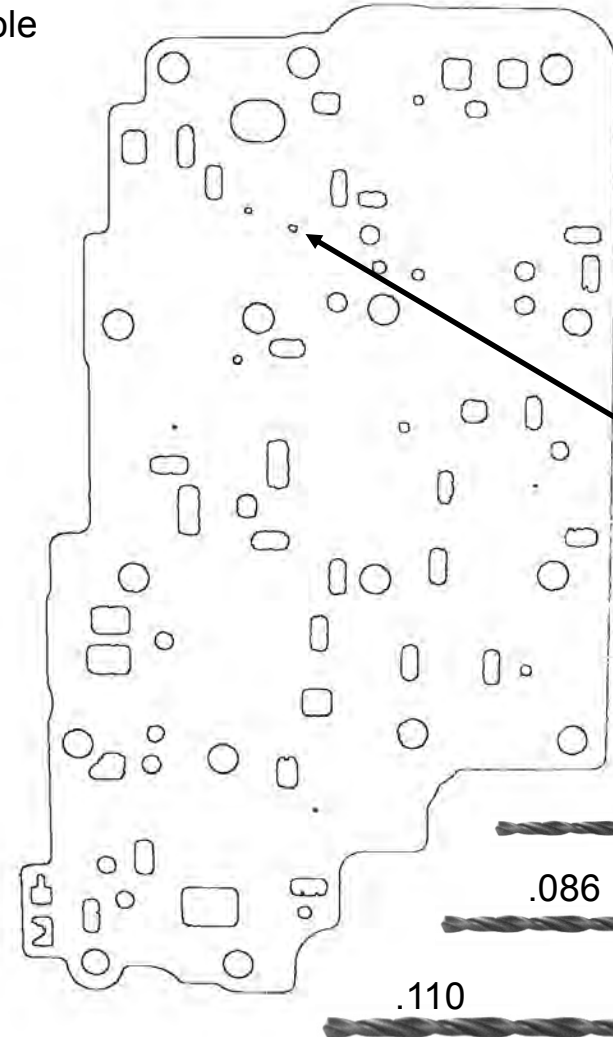


Upper Valve Body



Enlarge this hole
with .110 drill.

Upper Separator Plate



Enlarge with
.086 drill.

.046

.086

.110

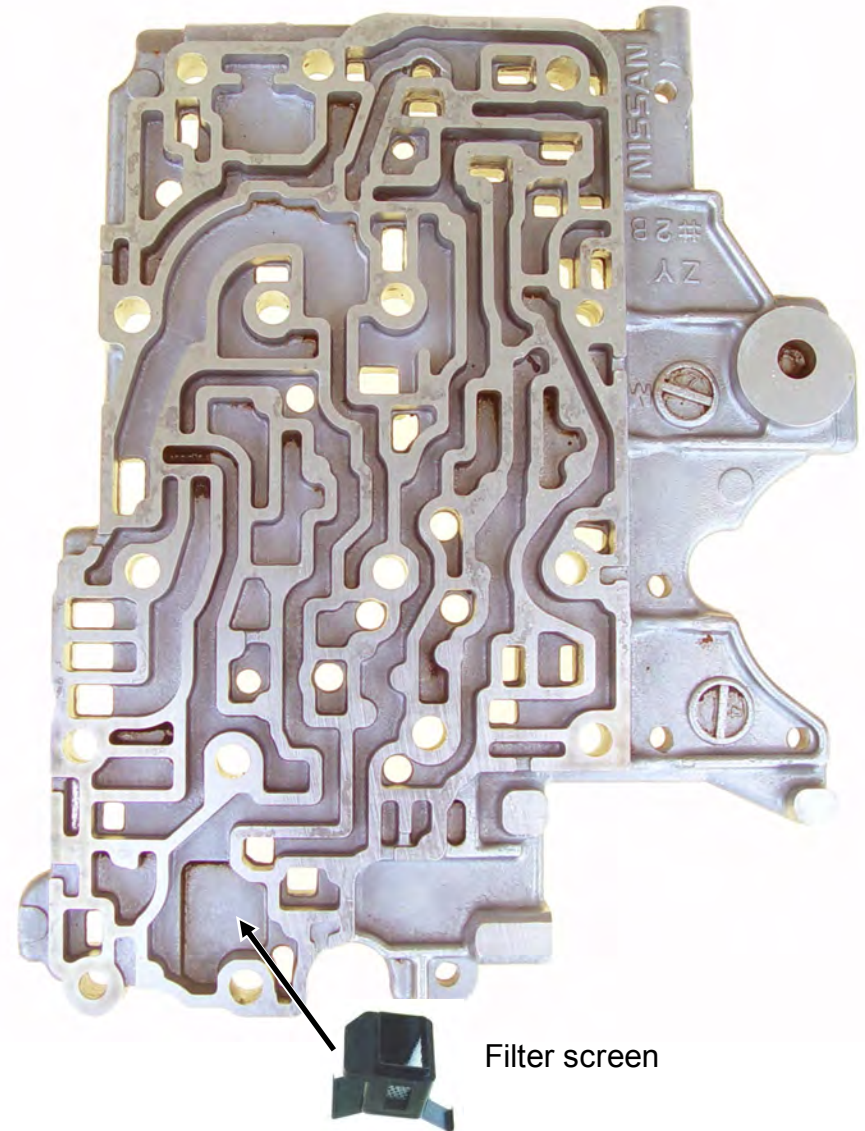
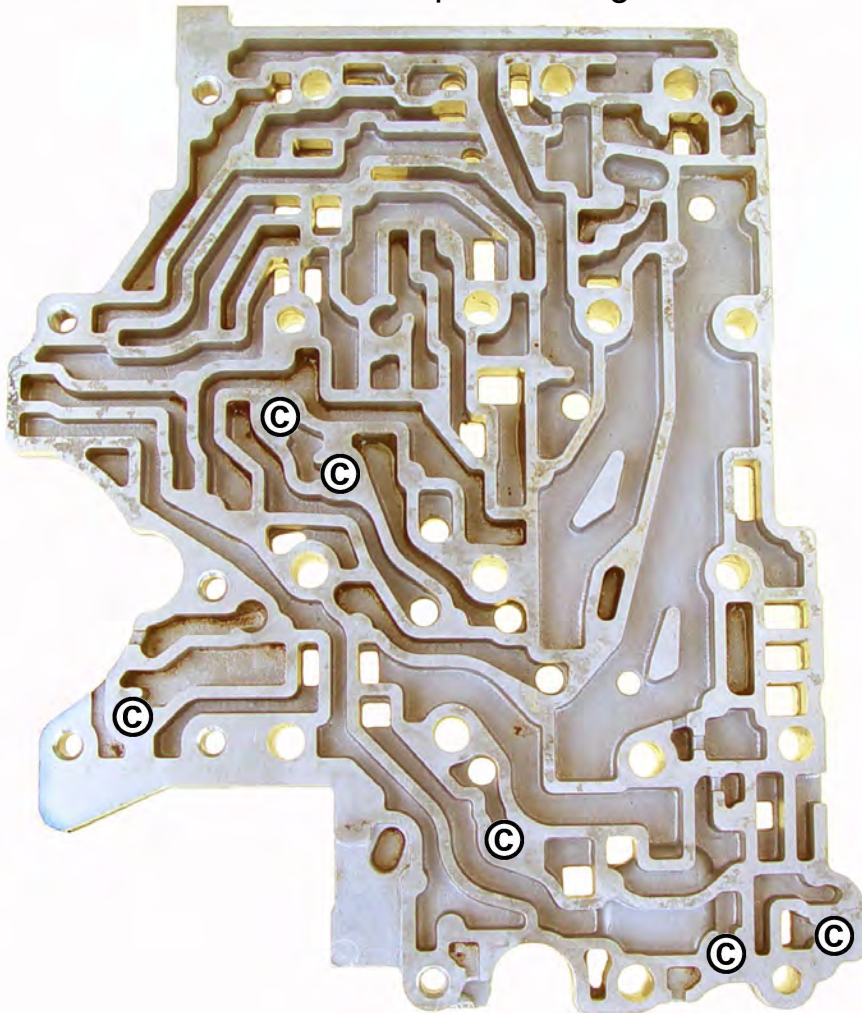


Channel Casting

Checkballs:

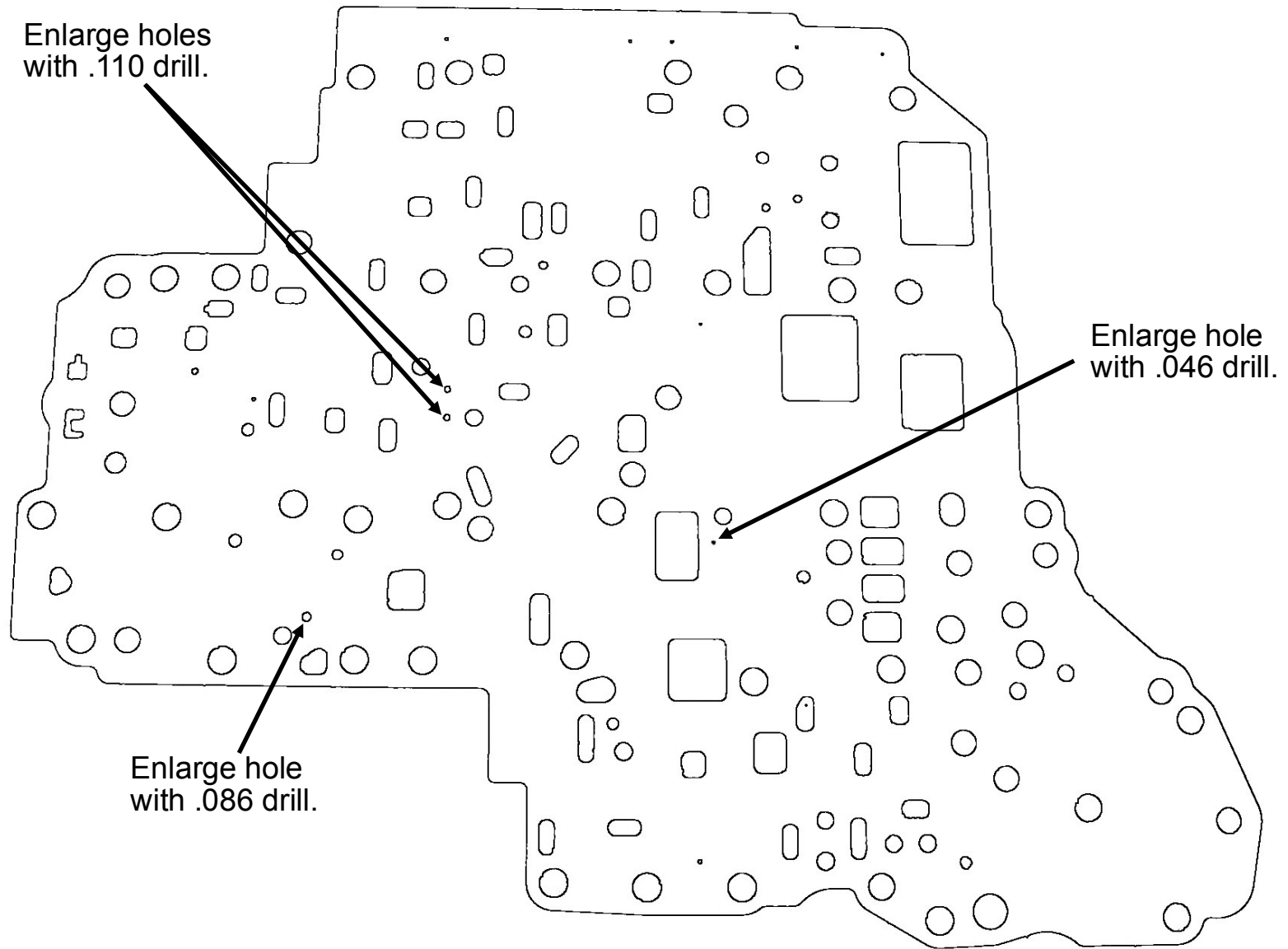
- © Six steel .214 to .218
- Don't use plastic balls.

Use some **Vaseline** to keep the checkballs in place **NOT** grease.





Main Separator Plate





Main Valve Body

- 4.** Install **Springs & Gold Steel Balls** furnished.



- 3.** Enlarge the limit drain holes with a 1/4" drill.



- 2.** Install **Green** pressure regulator spring furnished.



- 1.** Install **ORANGE** spring.

ORANGE



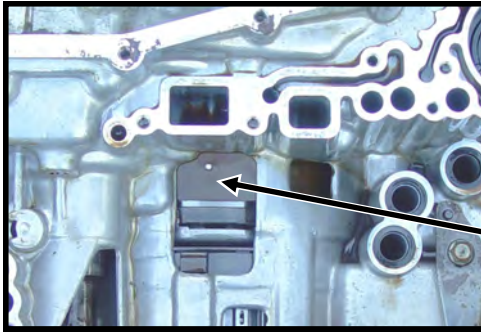
End plug

Retainers

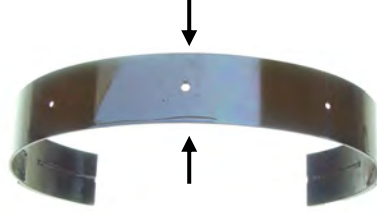
Dummy valve

LISTEN UP:
Install the retainers in
correct locations in VB.

Retainers

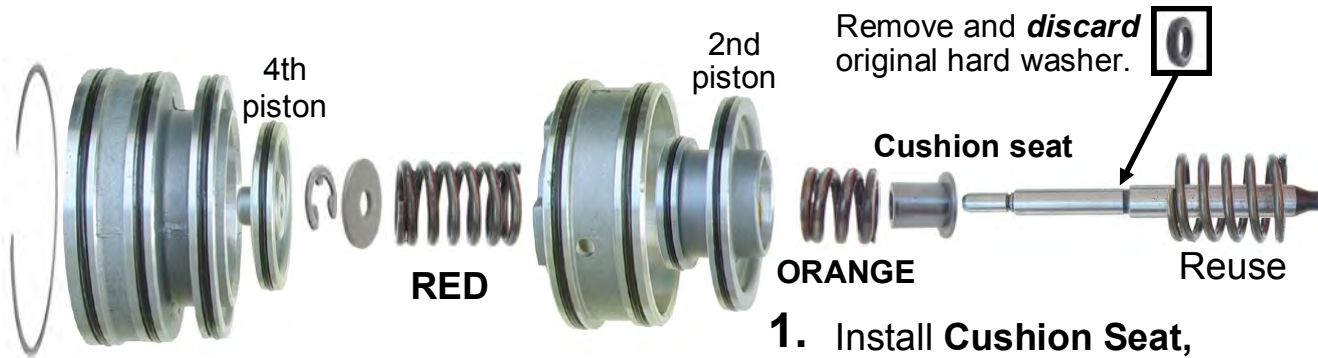


You must be able to wiggle band back and forth at least 1/16" .

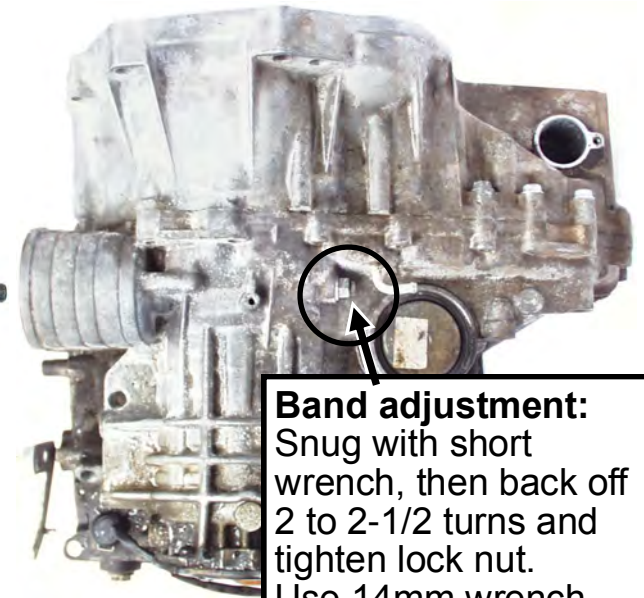


Check Band Adjustment:

Install 2nd piston with new cushion seat and spring. If band will wiggle on drum 1/16" by hand, you can skip the band adjustment shown below.



1. Install **Cushion Seat, ORANGE** and **RED** springs furnished.



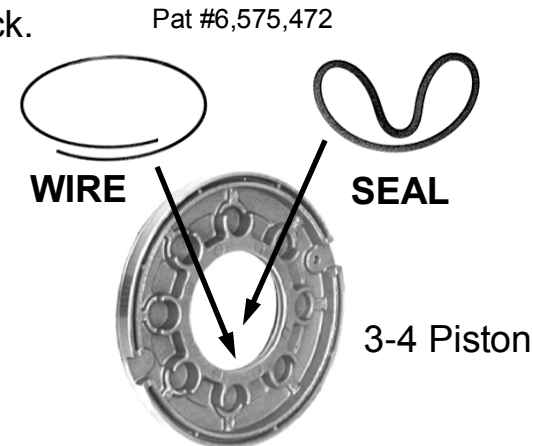
Band adjustment:

Snug with short wrench, then back off 2 to 2-1/2 turns and tighten lock nut. Use 14mm wrench and T30 TORX bit.

Do step 2 if trans is out of vehicle.

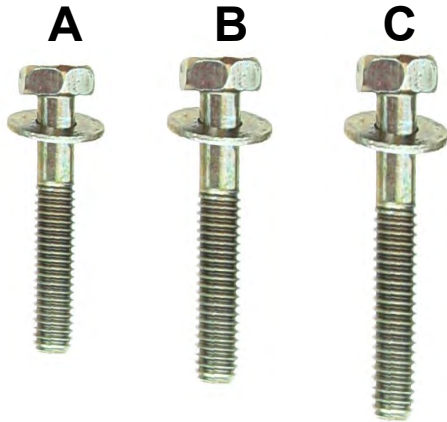
Poor design 3-4 clutch inner piston seal causes trans to lose 3rd & 4th. Usually worse when **hot** or after Kickdown.

2. Insert overlap part of the **Wire** into groove at 6 O'clock. Then shape **Seal** as shown and install into the groove.

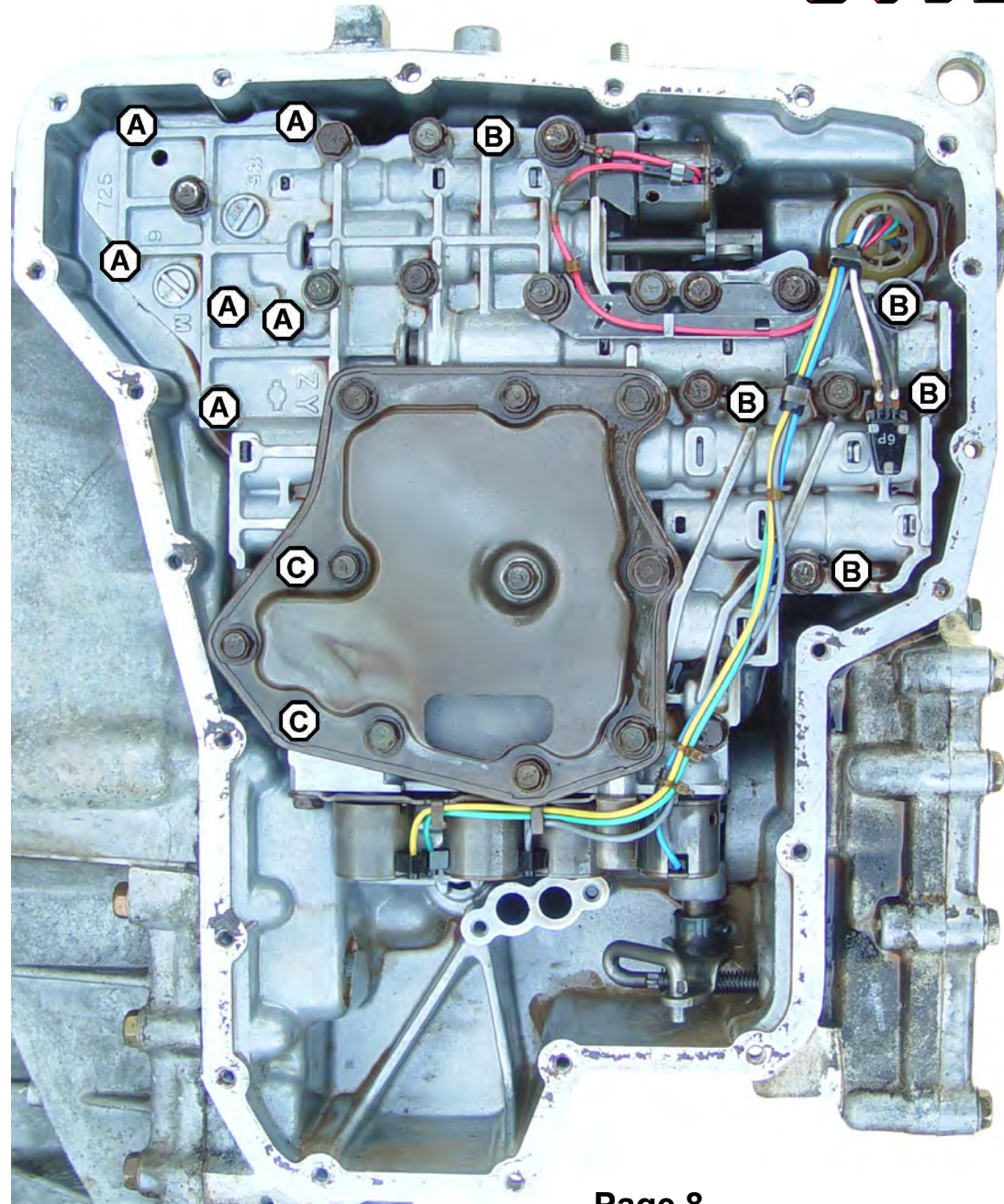


VB to Case Bolts

"A" Six bolts 1.455"
"B" Five bolts 1.725"
"C" Two bolts 1.885"



Tighten VB bolts to 95 IN. LB.
 Pan bolts to 65-80 IN. LB.
 Drain plug to 25 FT. LB.

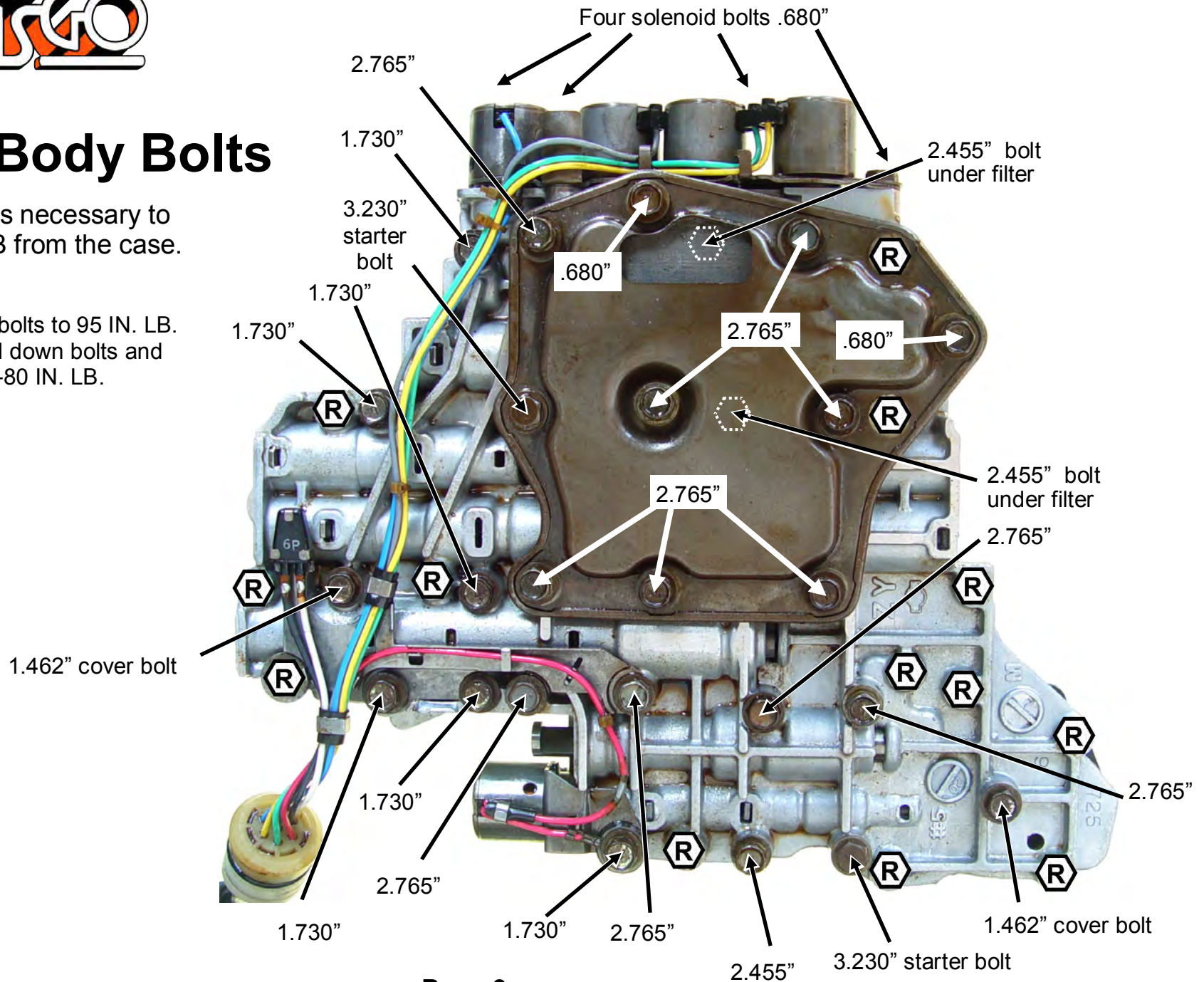




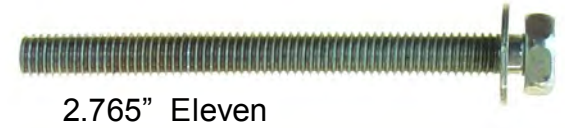
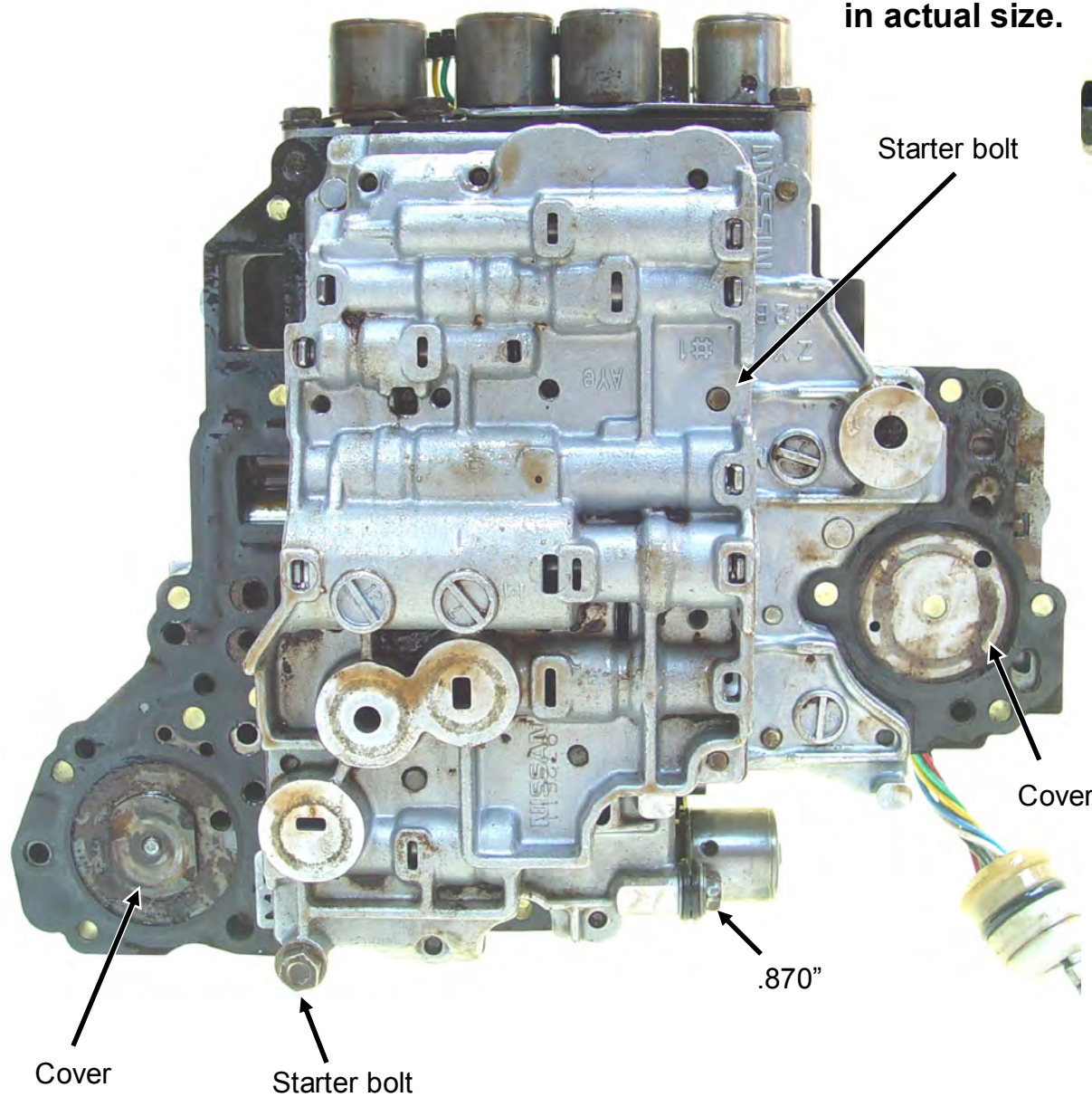
Valve Body Bolts

Ⓡ 13 bolts necessary to remove VB from the case.

Tighten VB bolts to 95 IN. LB.
Tighten hold down bolts and plates to 70-80 IN. LB.



Bolts shown
in actual size.



Hold down plates and bolts.