

TRANSGO 48RE-HD2 Automatic Transmission Reprogramming Kits Instruction Manual

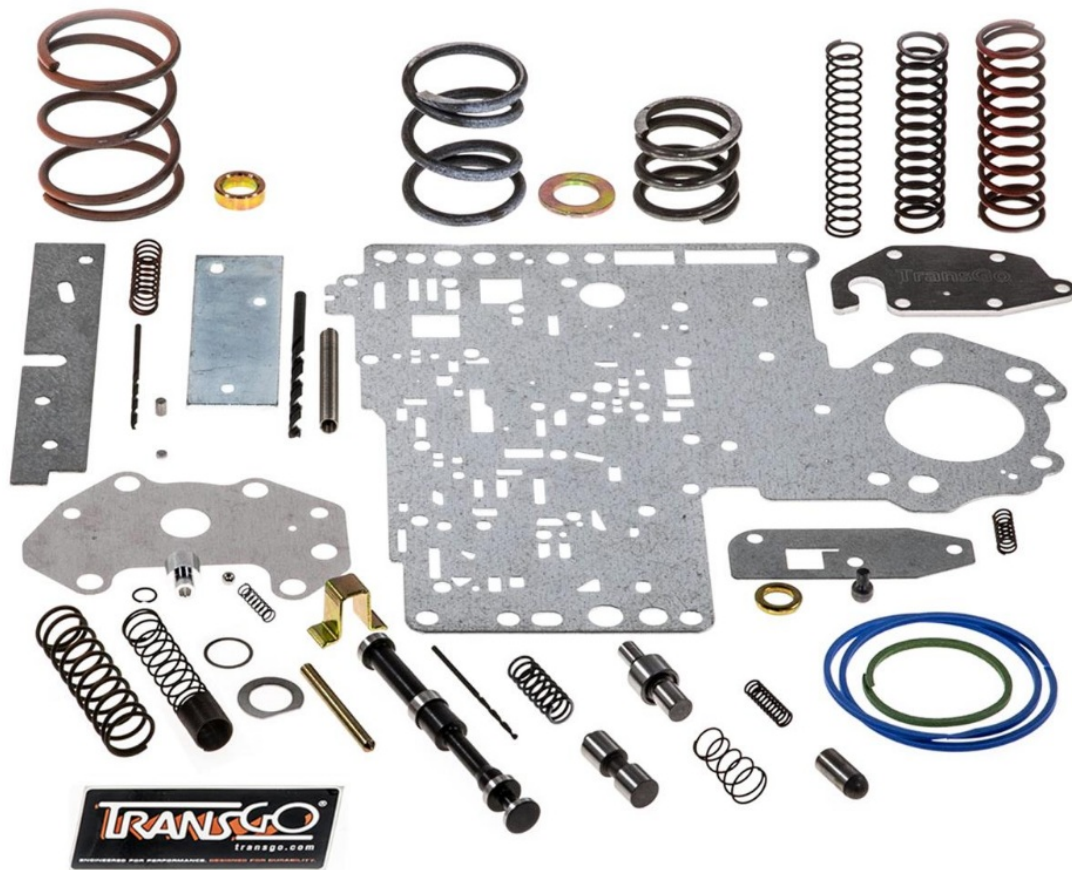
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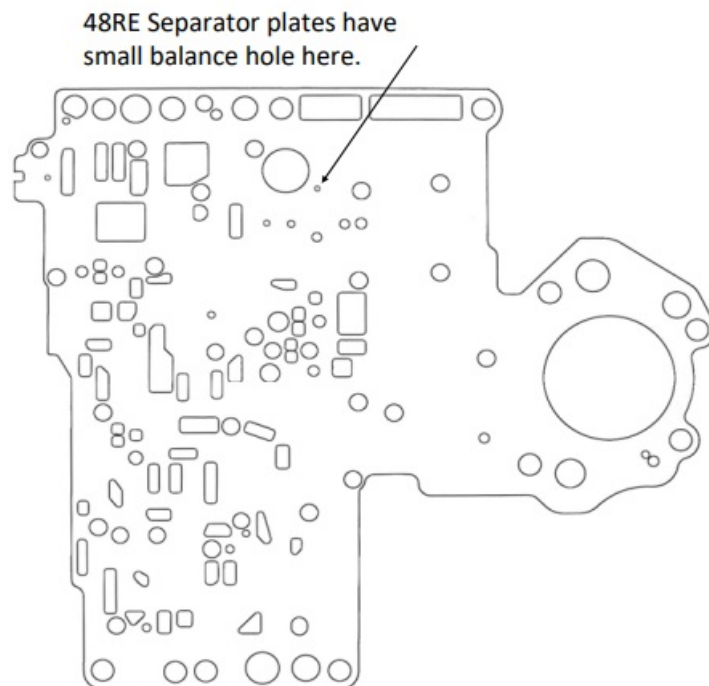


TRANSGO 48RE-HD2 Automatic Transmission Reprogramming Kits

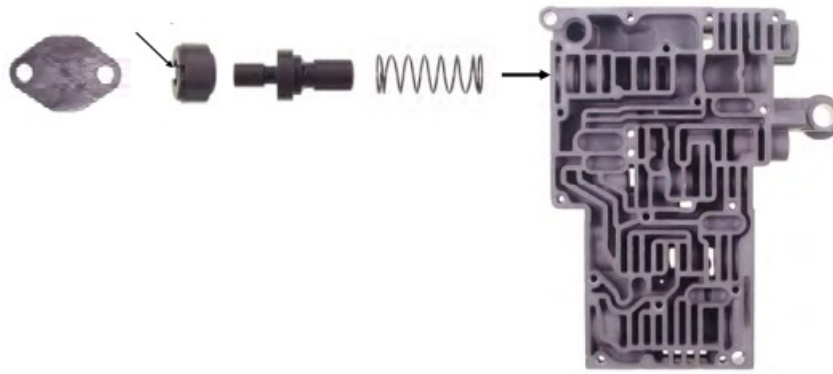


Just a little caution on swapping parts around. 48-RE Channel casting must use a 48-RE Separator Plate & only be used in a truck that came with a 48RE

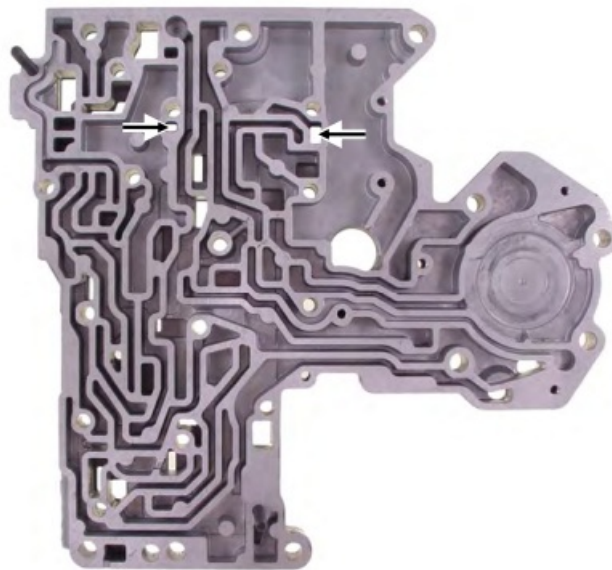
This Kit only fits OE 48-RE VB's.



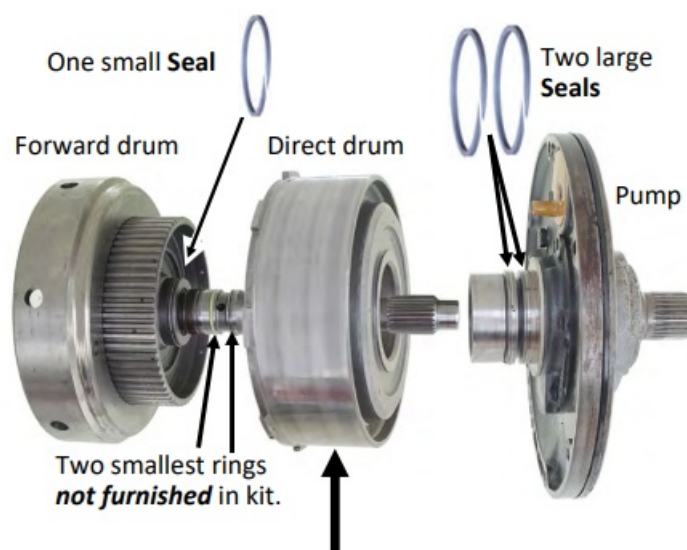
48RE Have Notched bushing & uses one piece boost valve.



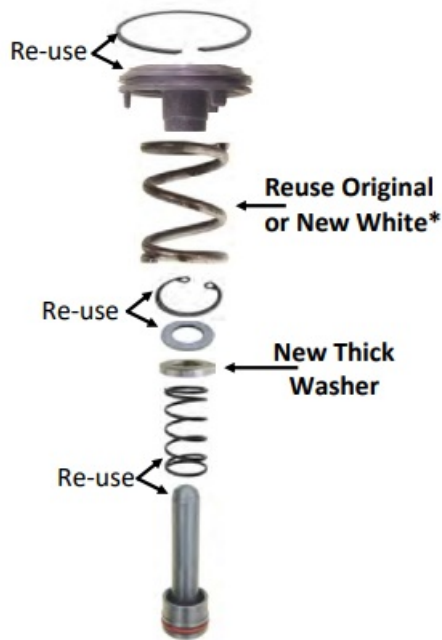
48RE Channel Casting Have these two holes that go thru casting & connect on the backside of casting.



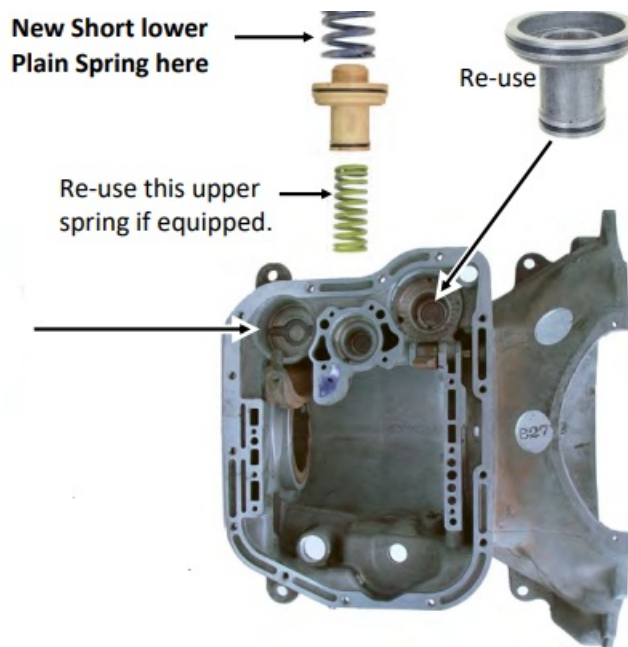
If you are installing this kit into a VB that has previously had SK 48RE kit installed, be sure to swap out all springs and plates as there are many calibration changes.



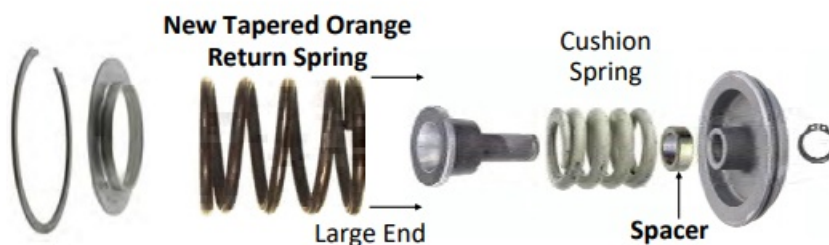
1. Step 1. If trans is apart, install Seal Rings.



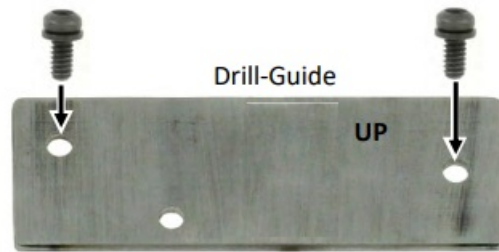
2. Step 2. Stock Front Servo piston with all applied levers, Install new Thick washer as shown. Reuse the original Return spring.



3. Step 3. 2nd Accumulator Install new short plain lower 1-2 Accum spring as shown. Some models use upper spring reuse if they had one.



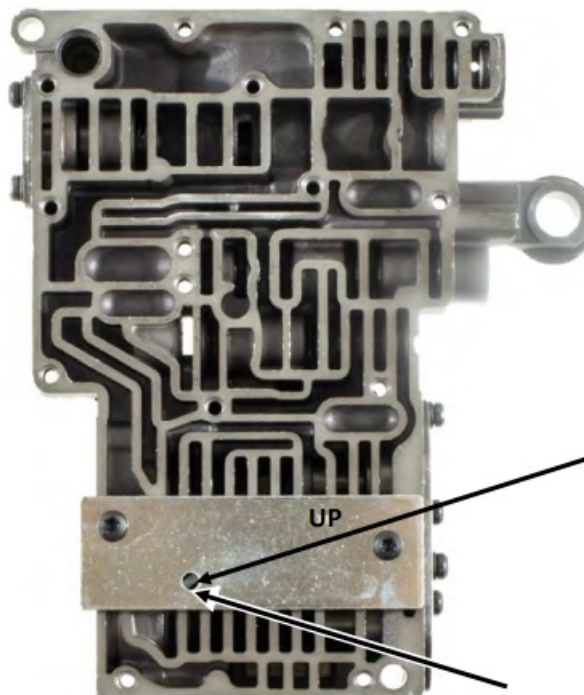
4. Step 4. Optional Rear Servo Only if maximum 1-2 firmness is desired. Install Tapered Orange return spring with large OD end into servo piston and install new spacer inside cushion spring as shown. Also, see Page 7 Step 4. Not for Towing or Work Trucks. New Orange spring only fits the original 48RE's smaller rear servo with a matching double wrap band



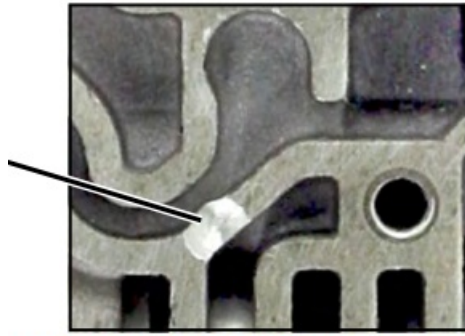
1. Step 1. Borrow 2 short screws from the VB, & mount the drill guide plate to VB with the word “UP” facing UP and on the upper right-hand side as shown. You will be removing a small portion of the VB wall with a drill bit and a drill “depth-stop” spacer.



2. Step 2. Using Wound Spacer furnished adjust 3/16” drill into drill chuck until only .435” of drill is sticking out of spacer. This will stop the drill from going too deep. Do not drill thru the VB.



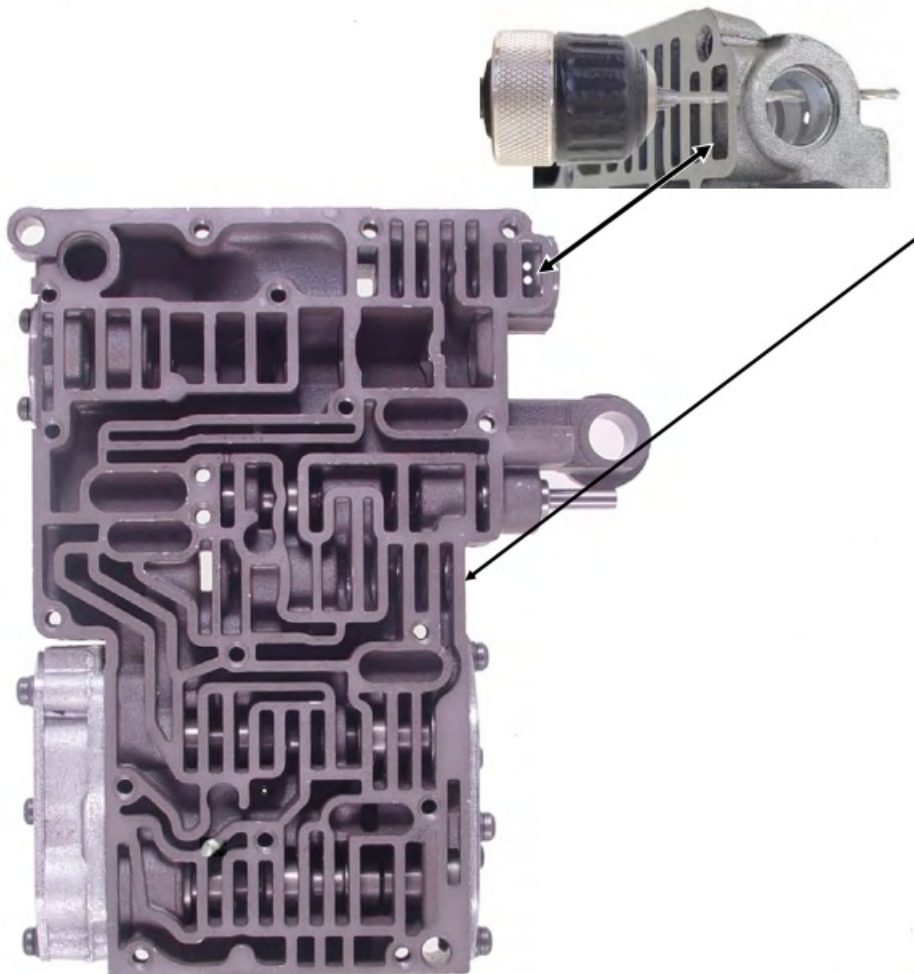
3. Step 3. Using Spacer as a stop, drill straight down into this hole with the 3/16” drill. Your done when the drill stop spacer hits the guide.



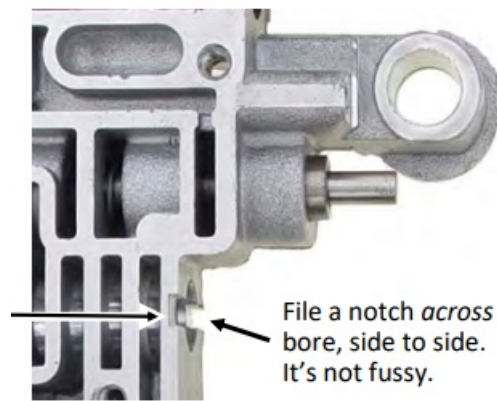
Drilling completed showing wall removed.

4. Step 4. Remove Drill Plate & put back the borrowed screws.

Installing Multi-Disc Converter



1. Step 1. Drill one or two .076 -.082 holes down through the bottom of the most outboard passage. One Hole = Slightly firmer lockup Two Holes = Much firmer Lockup.

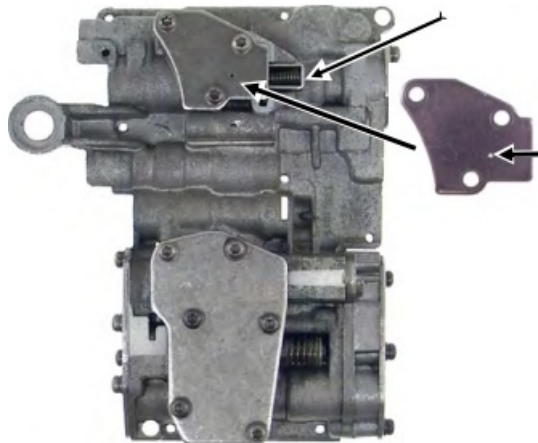


2. Step 2. Turn the valve body over. Using the edge of a large file, file a notch about halfway thru the thickness of this partition. Clean VB of all drill & filing debris.

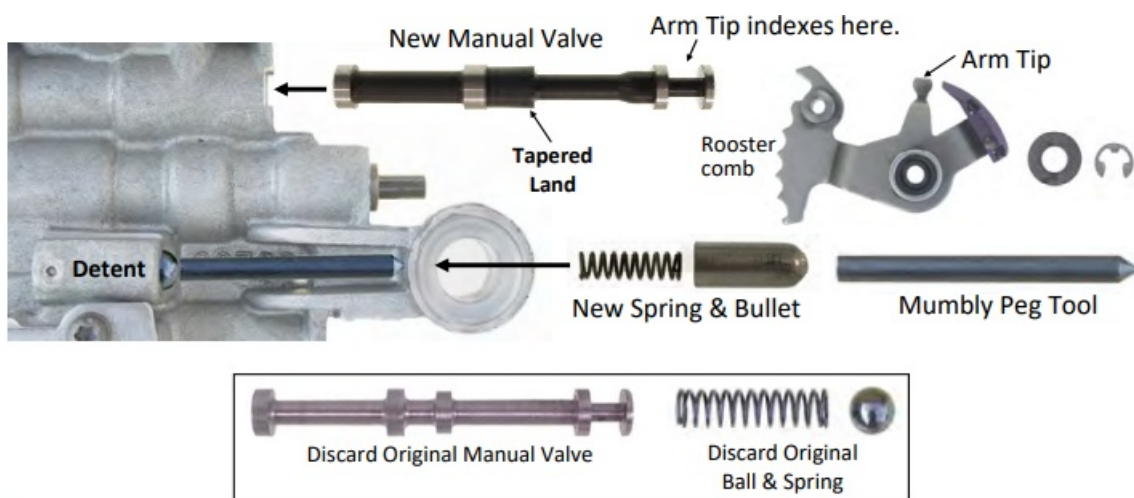
Tip: Large countersink bit in a cordless drill works well also and looks a little nicer if you prefer. Do not go past 1/2 the casting Web thickness. DO NOT use a drill bit in place of a countersink!



3. Step 3. Install the new Lockup Bracket.

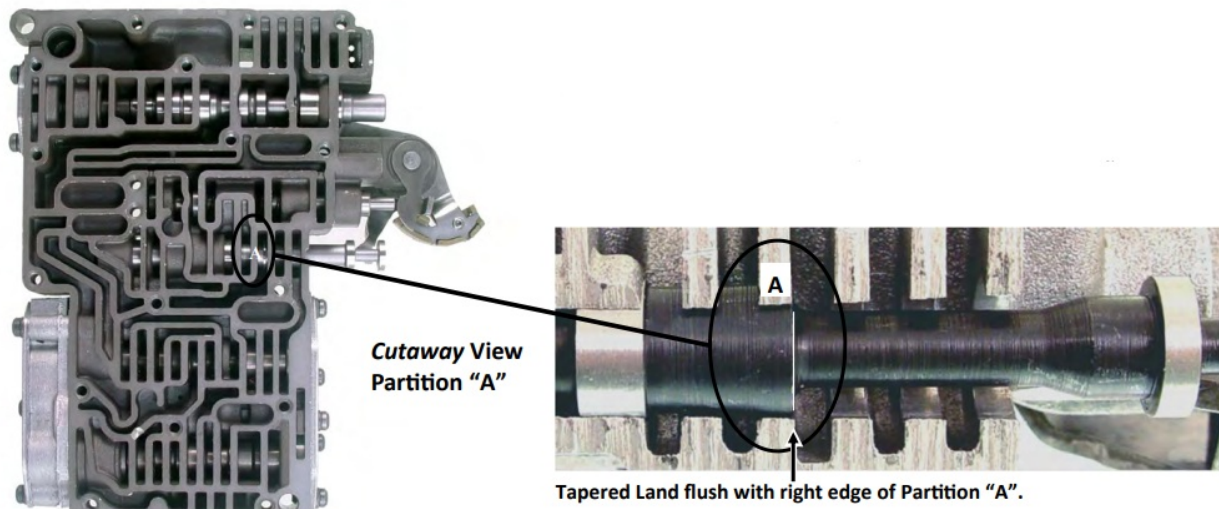


4. Step 4. Check Original Plate. Make hole .082 if its smaller. Ok if its already bigger.

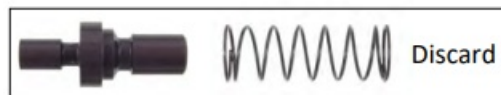


1. Step 1. Remove Rooster Comb. Discard the original manual valve, detent ball & spring. Test fit new bullet & spring in VB for free movement. If necessary, remove any burr inside the bore created by wear from the original ball. Insert New Spring and Bullet into VB bore using the Mumbly Peg to hold the bullet in place. Insert New Manual Valve and reassemble the Rooster Comb. Make sure Arm Tip is indexed into the manual valve.

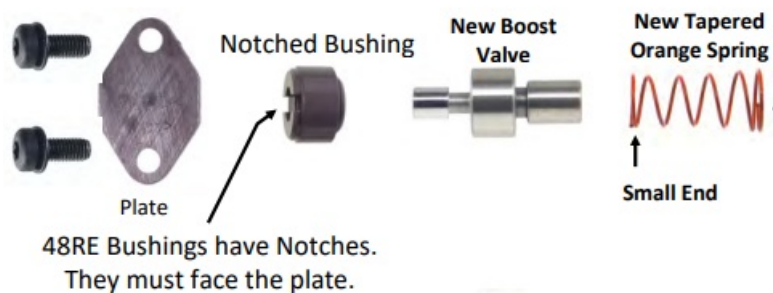
Remove the Mumbly peg tool.



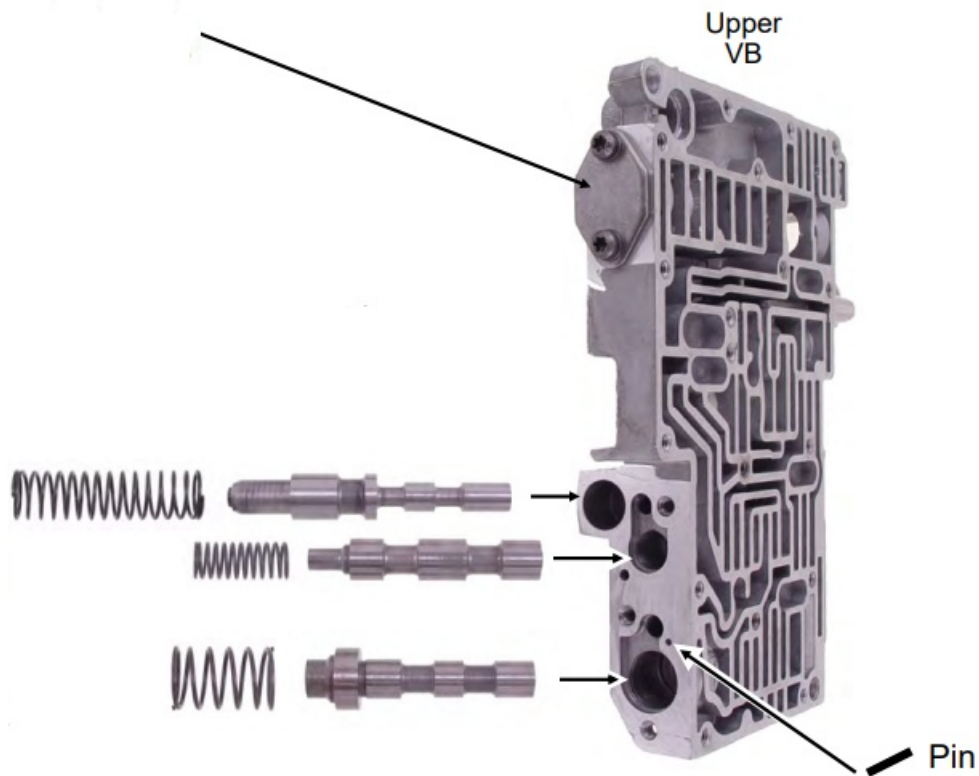
2. Step 2. Manual Valve Position. With the valve all the way inboard (Park Position) the right edge of the Tapered land must be flush with the right edge of partition "A". (.030" from flush either way is ok.) To Adjust Bend Arm Tip with pliers.



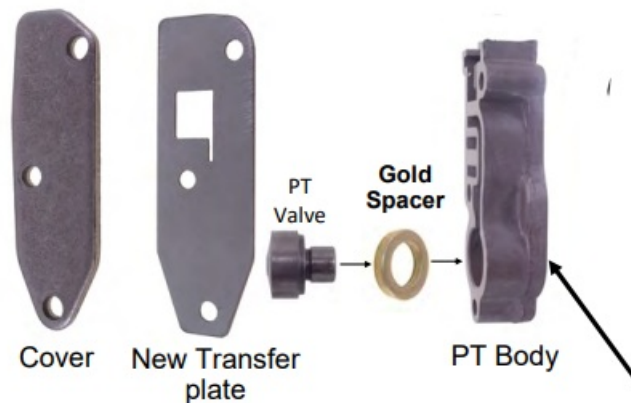
1. Step 1. Remove & Discard the original Boost Valve & spring. Save bushing.



2. Step 2. Install SMALL end of tapered Orange spring onto New Boost Valve & install into VB. Reuse the original bushing & install it with the notches facing the plate. Be sure boost valves move freely before reinstalling the plate.



3. Step 3. Discard the original spring & install New Small Orange Spring here.



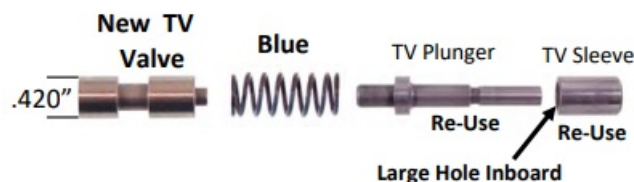
4. Step 4. Install the gold spacer into the part of throttle body. Then install the part throttle (PT) valve.

5. Step 5. Install new transfer plate between Cover and part throttle body.

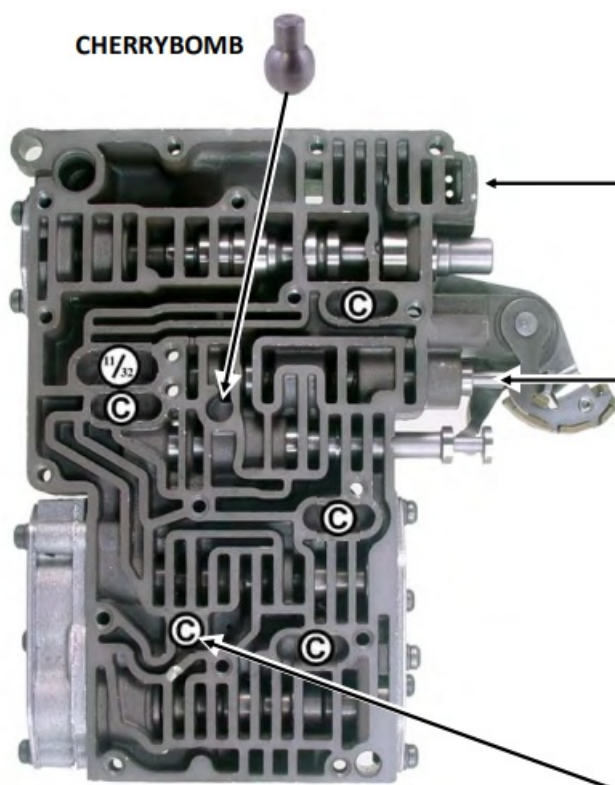
6. Step 6. Using a pick and small hammer, taper the top of this hole to help start the pin. Install pin furnished into this hole, using needle nose pliers and small hammer. File flush if needed. PT Body must sit flush against VB. If this hole is already plugged from a previous SK 48RE Kit Skip step 6.



1. Step 1. Grind one notch on slight angle to about the middle of this land. Reuse the original spring.



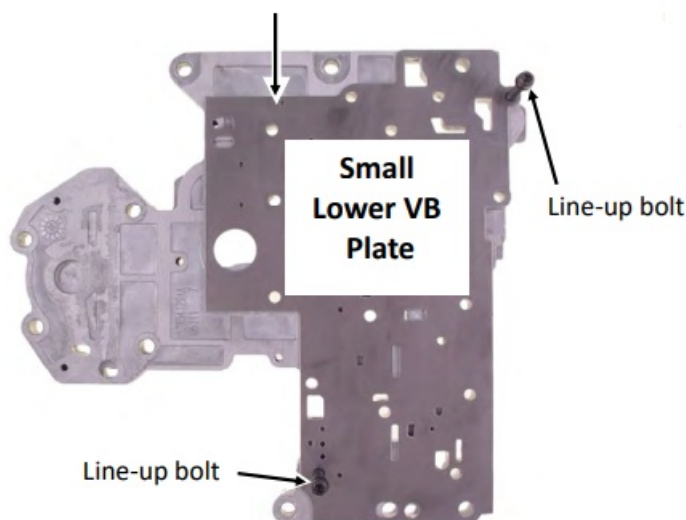
2. Step 2. With .420" OE TV Valve & bore only: Install NEW TV Valve & Blue Spring. Re-Use your original TV Plunger and Sleeve. Got an aÖermarket Oversized Valve & Bore? Reinstall TV lineup, With a factory Orange TV Spring.
3. Step 3. Install CHERRY BOMB Careful to align stem UP through hole in plate when puting VB together.



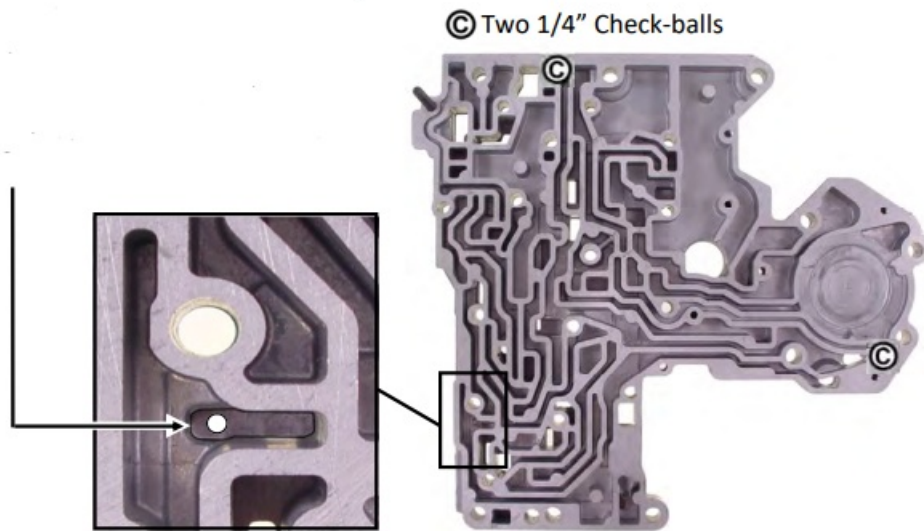
4. Step 4. Optional 1-2 firmness 2nd gear feed ball. Only if maximum 1-2 firmness is desired & rear servo parts are installed on page 2 step 4. Remove this ball. Not for Towing or Work Trucks

A few words about shi feel.

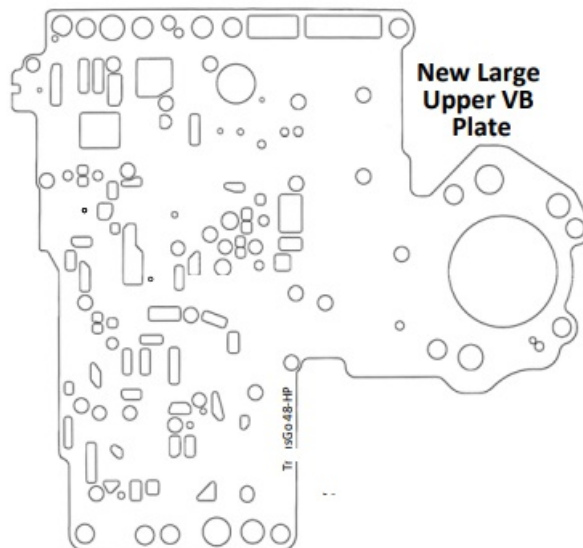
With this kit correctly installed in a good trans & using a Torque Converter properly set up for efficiency, the hard throttle is short with a quick drop in engine RPM, engine Tone, or a slight forward acceleration feeling. Nothing more is required for long-term durability. If the truck LACKS a noÖceable RPM drop, tone change or slight forward acceleration feeling on the ship, (described like you are accelerating thru a bucket of warm butter), and feeling only the firmness of Lockup- Question the Torque Converter efficiency. Not the Trans! FYI: Hammering the gear train on shiÖs creates the need for high-dollar parts.



1. Step 1. Place Lower VB Plate on the boom of Channel Casting using these two VB bolts to line it up.



2. Step 2. We need to add a hole to the small Lower VB Plate. Use channel casting as a drill guide. Place the plate on the boom of the channel using two VB bolts to line it up as shown, then flip it over. Use this rectangle passage as a guide to drill a .101 hole through the lower plate as shown.



3. Step 3. Install a New 48-HP Plate with no drilling necessary.

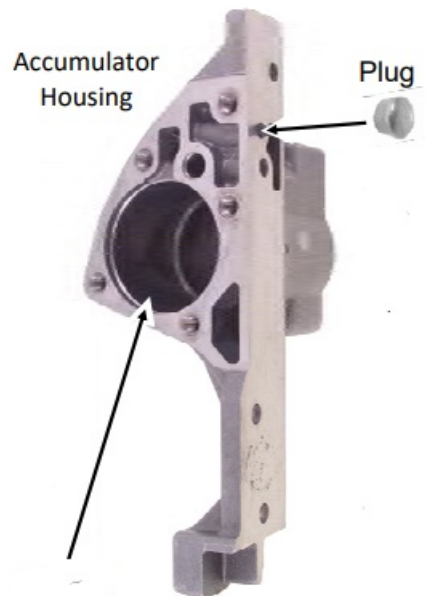
Lower Body



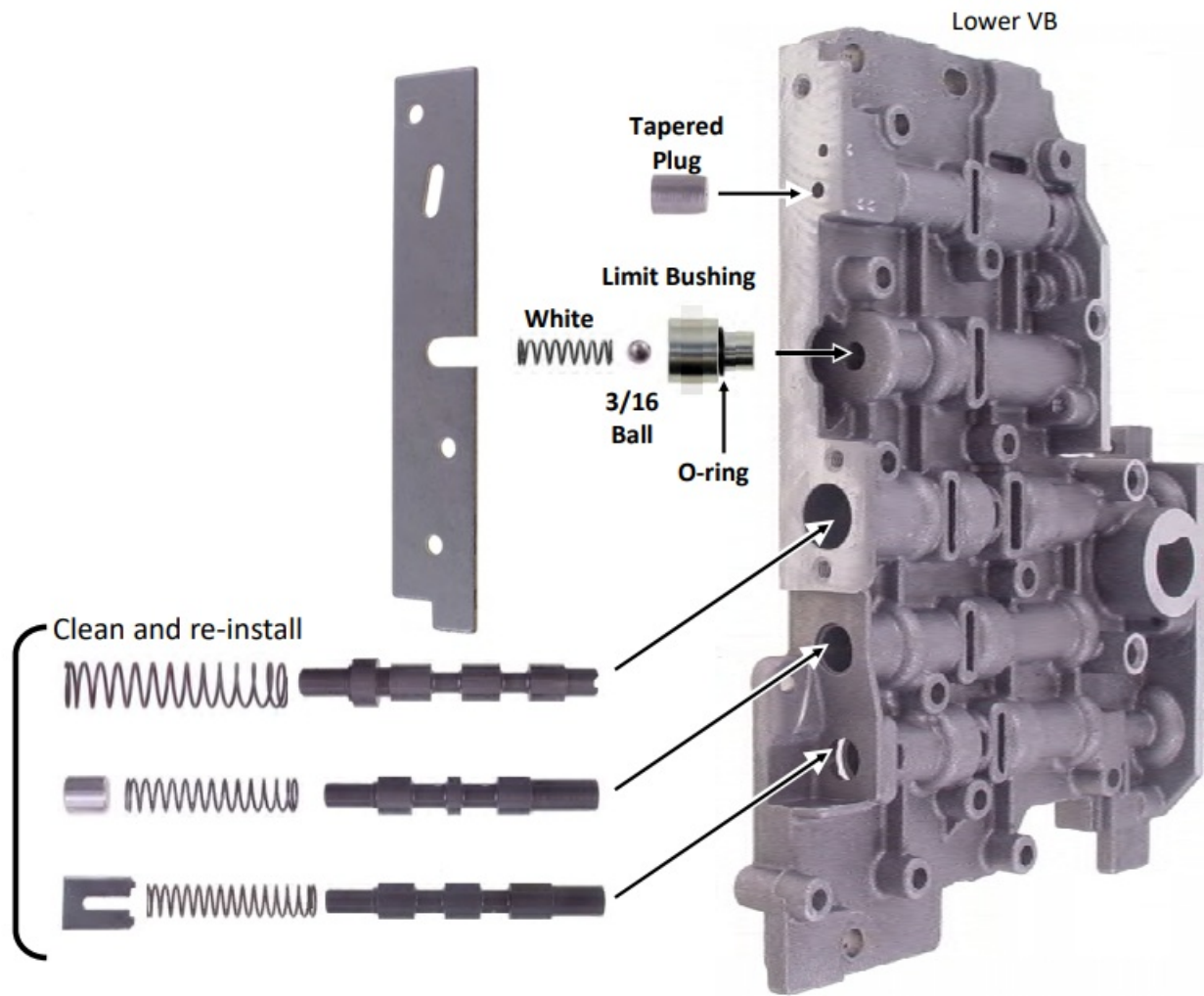
4. Step 4. Install new ORANGE spring here.

Heads Up!

Make sure these small holes are clean or NO 4th and/or NO TCC will be the result. DO NOT enlarge these holes! A .020" paper staple fits even in the smaller of the 3 holes & will clean any debris out.



1. Step 1. With a small punch drive an aluminum Plug into the hole just below flush. If this hole is already plugged and housing crossed drilled from a previous SK 48RE Kit Skip Step 1.
2. Step 2. With a small punch drive tapered PLUG just below flush into the hole. If this hole is already plugged from a previous SK 48RE Kit, Skip Step 2.
3. Step 3. Install the New O-ring on the small end of Limit Bushing as shown, 3/16 Ball and White spring as shown. O-ring is not to seal, it's a shim to make up for casting variations.



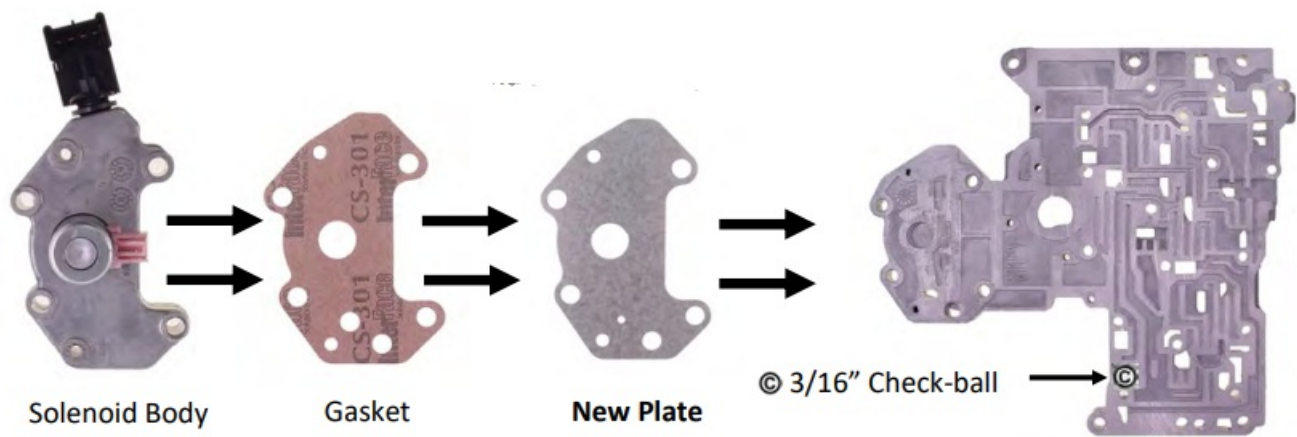
4. Step 4. Install new transfer plate as shown between lower VB & Accumulator housing.



5. Step 5. Discard original spring Install new Red Springs.



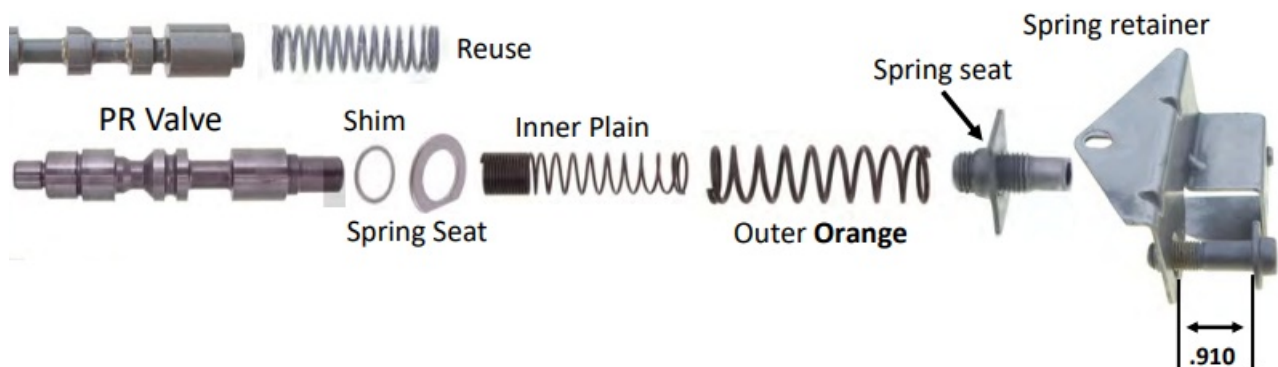
6. Step 6. Install the new Vented cover provided.



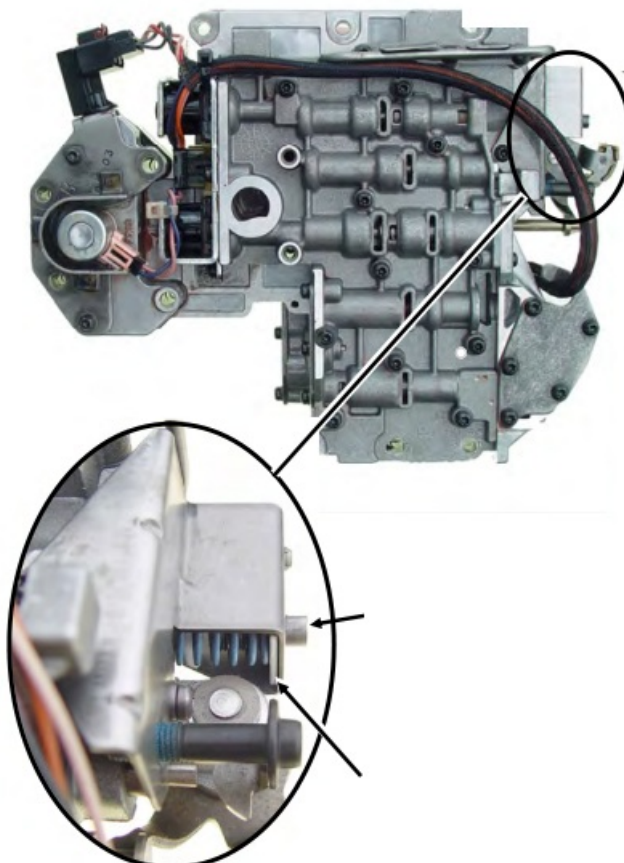
1. Step 1. Install new plate against channel casting then gasket and solenoid body.



2. Step 2. Install New shim and spring seat on PR valve before installing new inner and outer PR springs.



3. Step 3 TV Back Stop Adjustment from Plate to inside of bolt shoulder .910 with new TransGo TV Valve.




4. Step 4. PR Adjustment With a 3/16" Allen wrench, turn adjusting screw clockwise until spring seat is just flush

against the inside edge of the spring retainer.

48RE-HD2 Kit & PR Set to Flush Max Line

Specs 1st-3rd 145-Psi at WOT, 4th & or Lock- up 185-Psi at WOT Reverse 310 WOT Yes they will all go up from there but not recommended! 3 turns in with PR puts Max pressure in 4th & Lock just over 200Psi. This is enough to hurt things, leave it flush.

Documents / Resources

	<p>TRANSGO 48RE-HD2 Automatic Transmission Reprogramming Kits [pdf] Instruction Manual</p> <p>48RE HD2, Automatic Transmission Reprogramming Kits, Transmission Reprogramming Kits, 48RE HD2, Reprogramming Kits</p>
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