



# TRANSGO AOD-HP Reprogramming Kit Instruction Manual

[Home](#) » [TRANSGO](#) » TRANSGO AOD-HP Reprogramming Kit Instruction Manual 

## Contents

- [1 TRANSGO AOD-HP Reprogramming Kit](#)
- [2 Product Information](#)
- [3 Product Usage Instructions](#)
- [4 Stator Cooler Flow Air Test](#)
- [5 Valve Body](#)
- [6 Optional Full throttle upshifts in “D” at Prox 5500-6000-6400-6800](#)
- [7 Separator Plate & Gaskets](#)
- [8 TYPE 2-3 Accumulator Piston](#)
  - [8.1 Bonded Type](#)
- [9 Parts](#)
- [10 MAX THROTTLE UPSHIFT TUNING DISCLAIMER](#)
- [11 Documents / Resources](#)
- [12 Related Posts](#)



**TRANSGO AOD-HP Reprogramming Kit**



## Product Information

### AOD-HP Reprogramming Kit™

- **Fits:** 1980-1993 AOD 4 Speed Non-Electronic Transmissions.

This kit is designed to provide short, firm shifts with performance, durability, and class. It allows for tunable wide-open throttle shifts from 5500 – 6800 RPM. Please note that this kit does not provide a wide-open throttle up-shift to 4th gear. The transmission will have full automatic operation in overdrive (OD) or drive (D) position. The kit includes optional parts to tune the maximum throttle up-shift RPM. However, caution must be exercised to avoid engine damage when tuning the maximum throttle shifts. Professional installation is recommended as it requires a medium to high degree of technical ability and additional tools.

The AOD Shaft Kit is also available now, allowing you to run a C6 Converter in an AOD transmission. This provides open converter performance and eliminates issues such as lugging in 3rd & 4th gear or coast down chug. It is great for street rods and can save you money as a custom converter is not required. The AOD Shaft Kit works with standard Ford flex plates. To order, contact your distributor and refer to Part # AOD-HPSHAFT-KIT. The kit is compatible with both cast iron or stamped drums.

## Product Usage Instructions

### Stator Cooler Flow Air Test

**Note:** If the engine has less than 300HP, skip this step.

1. If the transmission is out of the vehicle, perform a simple lube check.
2. If the engine has 300HP or greater, remove the transmission and install new plastic rings.
3. **Testing Cooler Check Ball:**
  1. Remove the spring using a paper clip and set the stator on a flat bench.

2. Place a rubber grommet with a through hole (an old shock bushing works well) on the tube end.
3. Blow shop air into the stator tube. Air must blast out of the check ball hole. If the ball is stuck, there will be little or no air coming out. In this case, spray penetrating oil in the hole, let it soak, and retest. If the ball cannot be freed, test another stator. Do not clean stators in water-based parts cleaners. When the ball is stuck, the transmission will have no cooler flow and may damage washers and bushings.
4. Perform these steps on all C4-C6-AOD stators. Note that C5 stators have the ball and spring omitted from the factory.

## **Step 2: Select A or B to match the Engine's HP**

**Note:** Choose A if the engine has less than 300HP, and choose B if the engine has 300HP or more.

### **1. A) Engines LESS than 300HP!**

- Install new green outer and black inner PR springs.
- Reuse your original boost valve, bushing, and retainer.

### **2. B) Engines with 300HP or MORE!**

- The new plastic rings are required.
- Install new red and black springs for engines up to 350HP, or orange and black springs for over 350HP.
- Install a new boost valve and bushing. Reuse the original retainer.

## **Step 1:**

Note: Perform this step only if the engine has 300HP or more. Skip this step if the engine has less than 300HP.

Using a 3/64 drill, on an angle just under the X, drill a hole through the side of the upper wall of the rectangular cavity in the.

## **Fits:**

- 1980-1993 AOD 4 Speed Non-Electronic Transmissions.
- Short, Firm Shifts with Performance, Durability, and "CLASS".
- Tunable wide open throttle shifts\* From 5500 – 6800 RPM.

This Kit does not provide a wide-open throttle up-shift to 4th. Trans will have fully automatic operation in OD or D position. \*Kit provides optional Parts to tune max throttle up-shift RPM.

**Be cautious when tuning max throttle shifts to avoid engine damage!**

## **For Professional Installation**

Requires medium to high degree of technical ability and additional tools to install.

Before we get started, we thought you'd like to know.

## **The AOD Shaft Kit is available now!**

- Run a C6 Converter in an AOD!
- Open Converter performance, No more lugging in 3rd & 4th or coast down chug, Great for street rods.

**Save Big \$\$, Custom Converter is not required!**

- Works with standard Ford Flex Plates.
- You'll love it.

**Contact Your Distributor & Order Part # AOD-HPSHAFT-KIT.**



*Works with cast iron or stamped Drums!*

(This shaft replaces both the original direct clutch shaft and the input shaft for the forward drum!)

**If Engine has less than 300HP SKIP this page!**

### **Stator Cooler Flow Air Test**

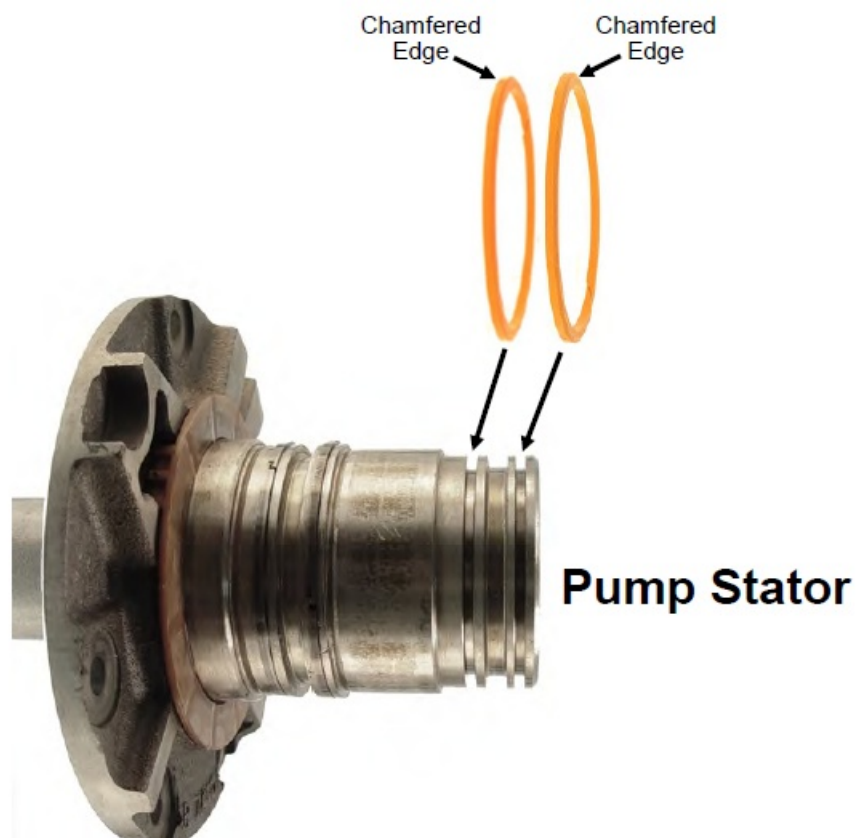
(If trans is out of vehicle do this simple Lube check)

#### **Step 1.**

If Engine has 300HP or greater, REMOVE Transmission and Install New Plastic Rings.

#### **Note:**

300HP & Up requires Higher Pressure. Higher Pressure & Factory Forward Rings won't live! Do not skip this step!



### Testing Cooler Check Ball

Remove the Spring with a Paper Clip. Set the Stator on a flat bench and place a rubber Grommet with a through hole (old Shock Bushing works perfectly) on the Tube end. Blow shop air into the Stator Tube, air must blast out of the check Ball hole. If Ball is stuck, there will be little or no air coming out. If little to no air comes out, spray penetrating oil in the hole, let it soak, and retest. If you can not free it up grab another Stator and test it. Do not clean Stators in Water-based Parts Cleaners. When Ball is stuck Trans will have no Cooler flow and will turn all Washers and bushings blue. Perform these steps on all C4-C6-AOD Stators, C5s have the Ball and spring omitted from the Factory.



**Note: When opening bagged kit parts, keep them in separate groups!**

Save all old parts you remove until after the vehicle is delivered to the customer.

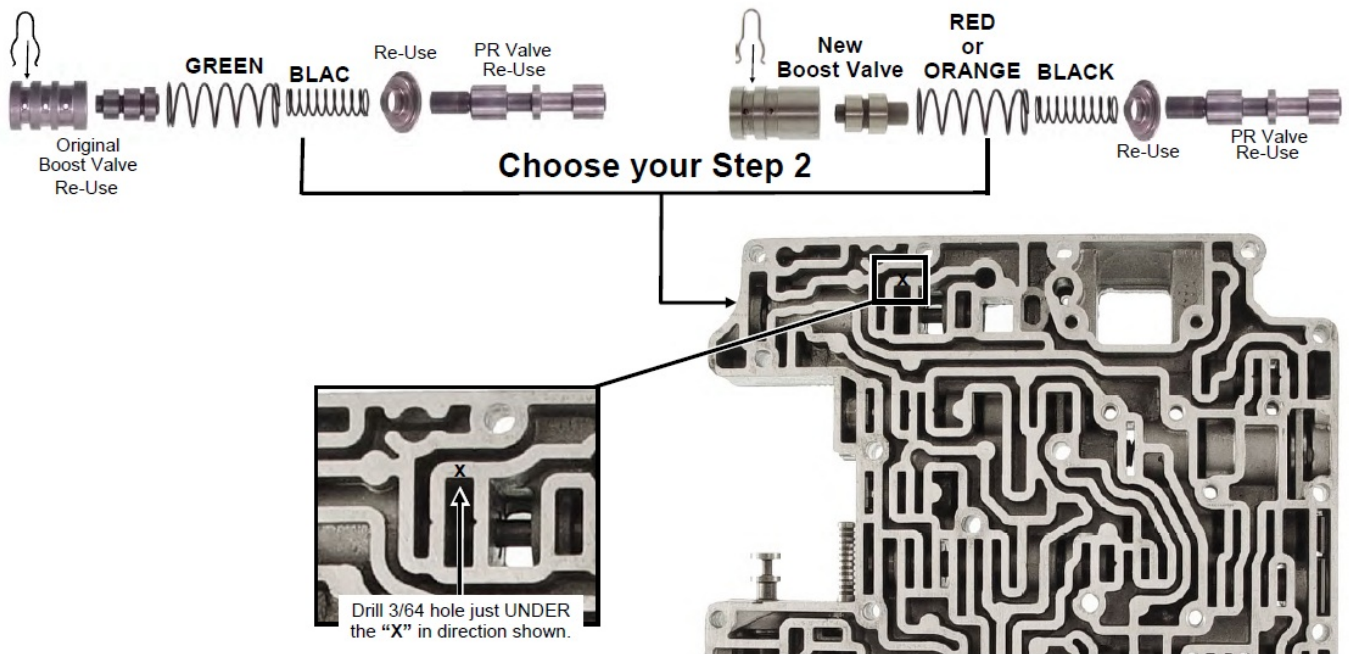
### Step 2. Select A or B to match the Engine HP!

#### Engines LESS than 300HP!

Install New Green outer and Black Inner PR Springs Re-use your original Boost Valve, Bushing & Retainer.

#### B) Engines with 300HP or MORE!

The New Plastic Rings are required to do the following: Install New (Red and black for engines up to 350HP) OR (Orange and black springs for over 350 HP) Install New Boost Valve and bushing, and Re-use Original Retainer.



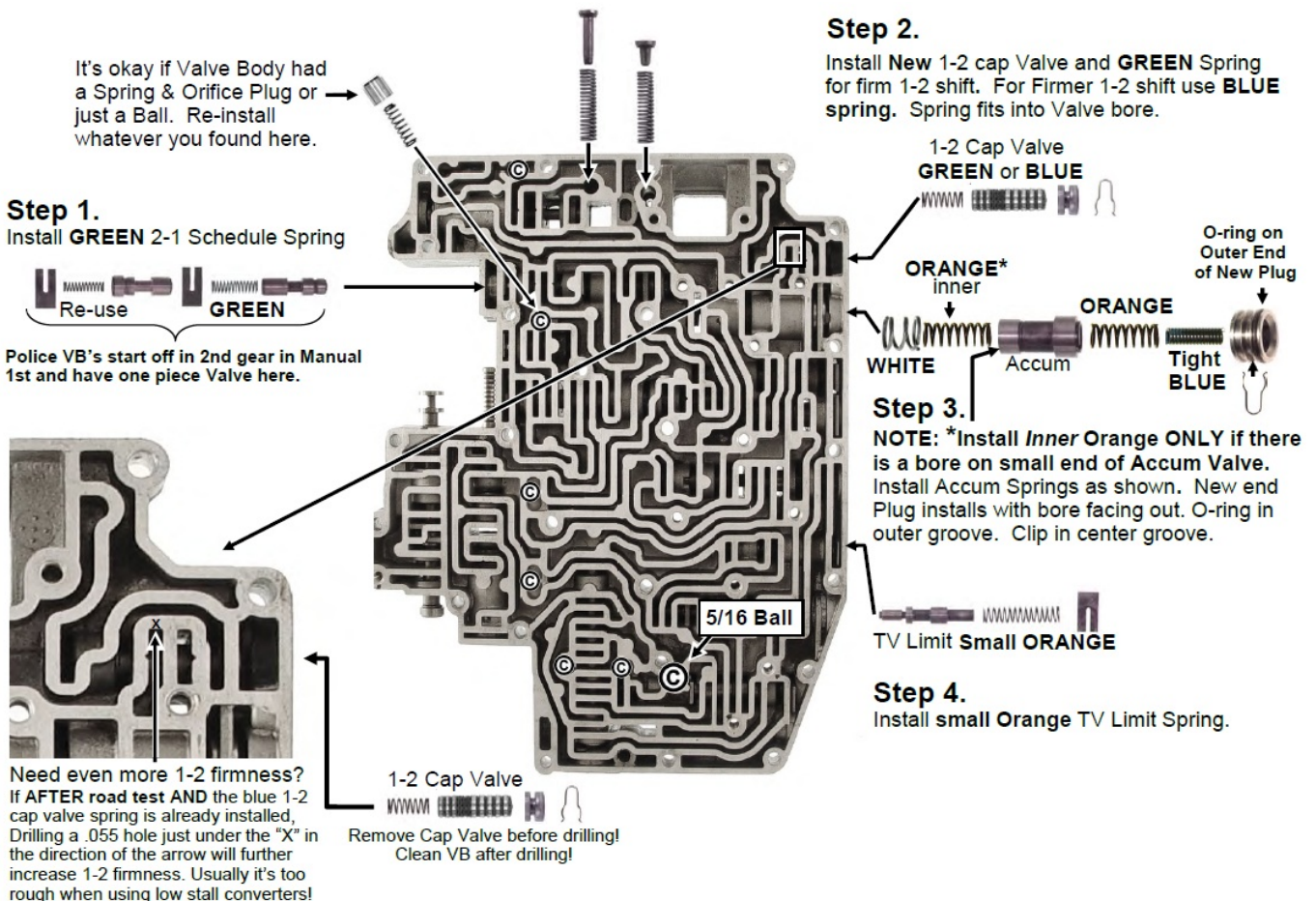
## Step 1.

**Do this for 300 or more HP!**

Less than 300HP skip this step!

With a 3/64 drill, on an angle just under the "X", drill a hole thru the side of the upper wall of the rectangular cavity in the direction of the arrow. Clean the VB of drill chips!

## Valve Body



## Check balls

- Six plastic 1/4"
- One 5/16 Plastic

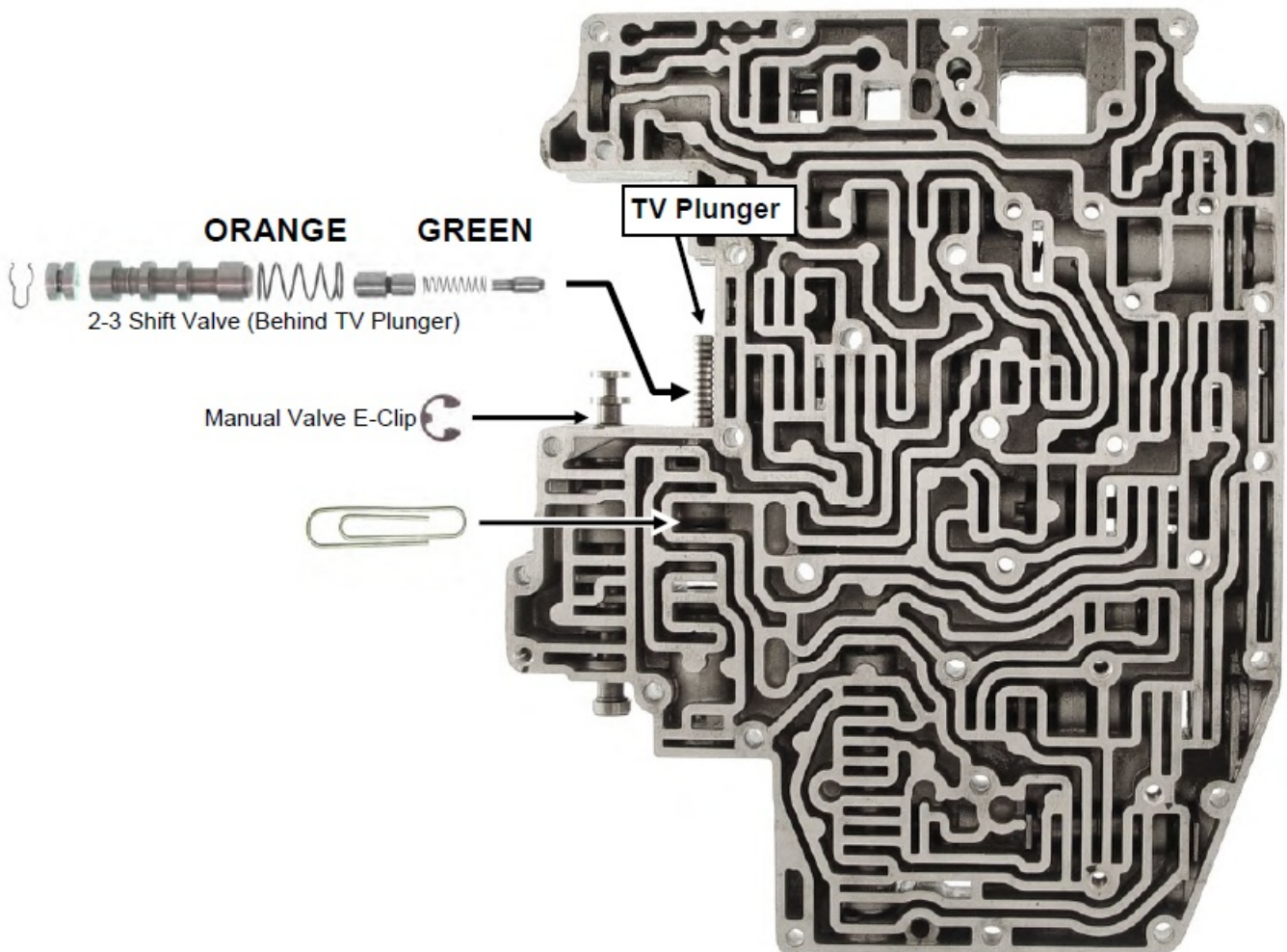
## Optional Full throttle upshifts in "D" at Prox 5500-6000-6400-6800

The steps on this page and installing the Hi-Rev Governor parts on page 7 provide the max throttle shift timing options.

**Know what the safe MAX engine RPM is BEFORE making any changes.**

To leave shift timing alone on unmodified vehicles.

- **Step 1.** Push the TV Plunger in till it bottoms. Insert a paper clip to hold it in place.
- **Step 2.** Remove the Manual Valve E-clip. Push the manual valve in & out of the way.
- **Step 3.** Install new Orange & Green 2-3 shift valve Springs. Remove the paper clip & save the old springs.
- **Step 4.** Re-install E-clip on the Manual Valve.



### MAX THROTTLE UPSHIFT TUNING DISCLAIMER:

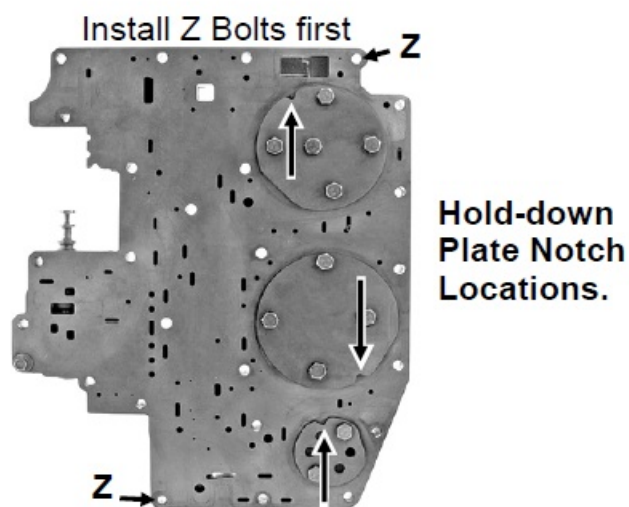
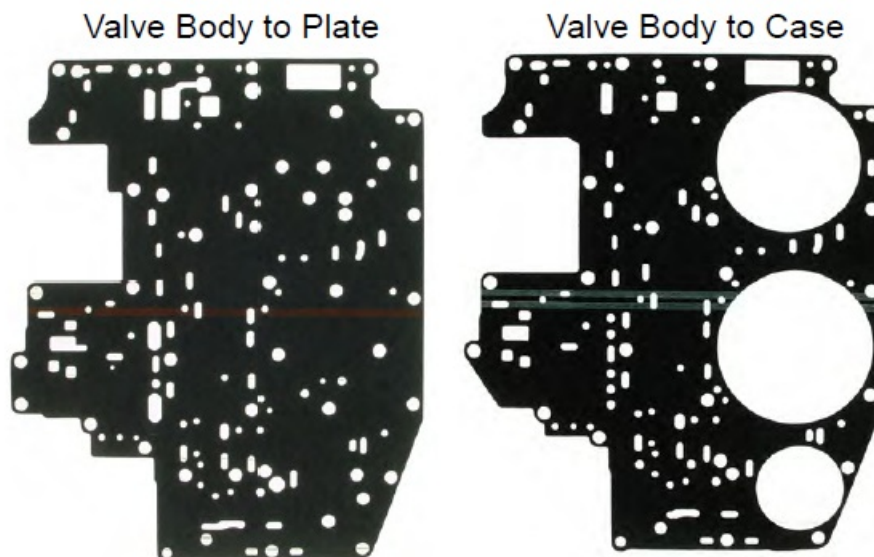
Before any changes are made in max rpm shifts, ASK, what is the SAFE MAX ENGINE RPM? The parts in this kit provide APPROXIMATE, NOT EXACT RPM ranges. If a change is made be very aware not to EXCEED the SAFE RPM of the engine during tuning. TransGo is not liable for any vehicle or property damage, personal injury or loss of time and in-curred expenses that may occur under any circumstances.

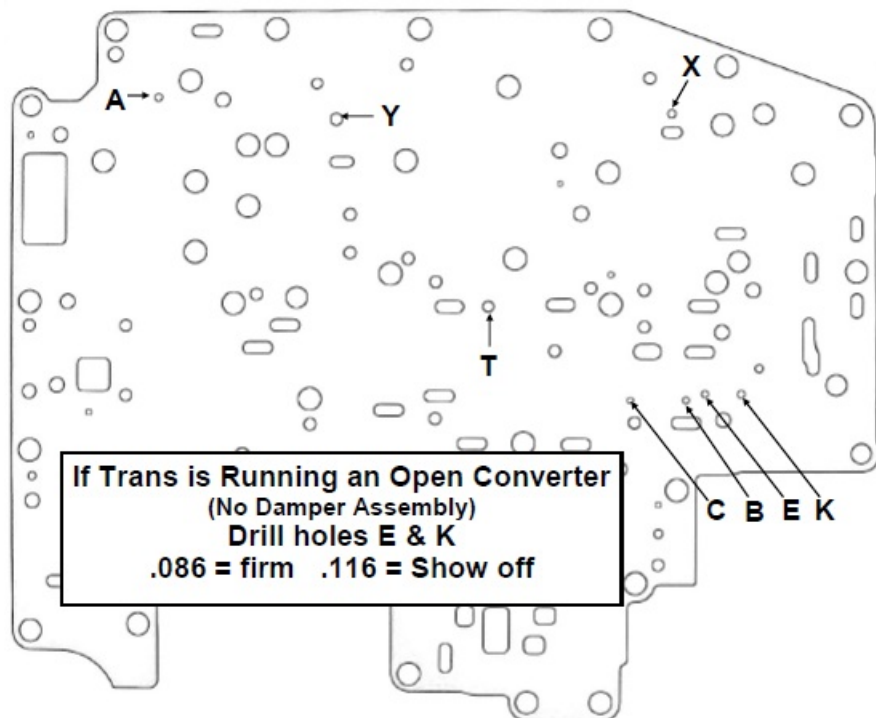
## Separator Plate & Gaskets

### Plate Hole Sizes:

- **A** = If the plate has this hole drill it .063 (1/16)
- **B** = .055 (# 54)
- **C** = .042 to .043 (# 57 or 58)
- **E** = .055 (# 54)
- **K** = .063 (1/16)
- **T** = .125 (1/8)
- **X** = .093 (If the plate has a hole. Slot ok as is.)
- **Y** = .093 (If the plate has a hole. Slot ok as is.)

If holes C, B, E, or K are bigger than shown, re-size the hole as follows: Place a 1/4" steel check ball over the hole with a plate on a HARD surface and smack it with a light hammer and re-drill.

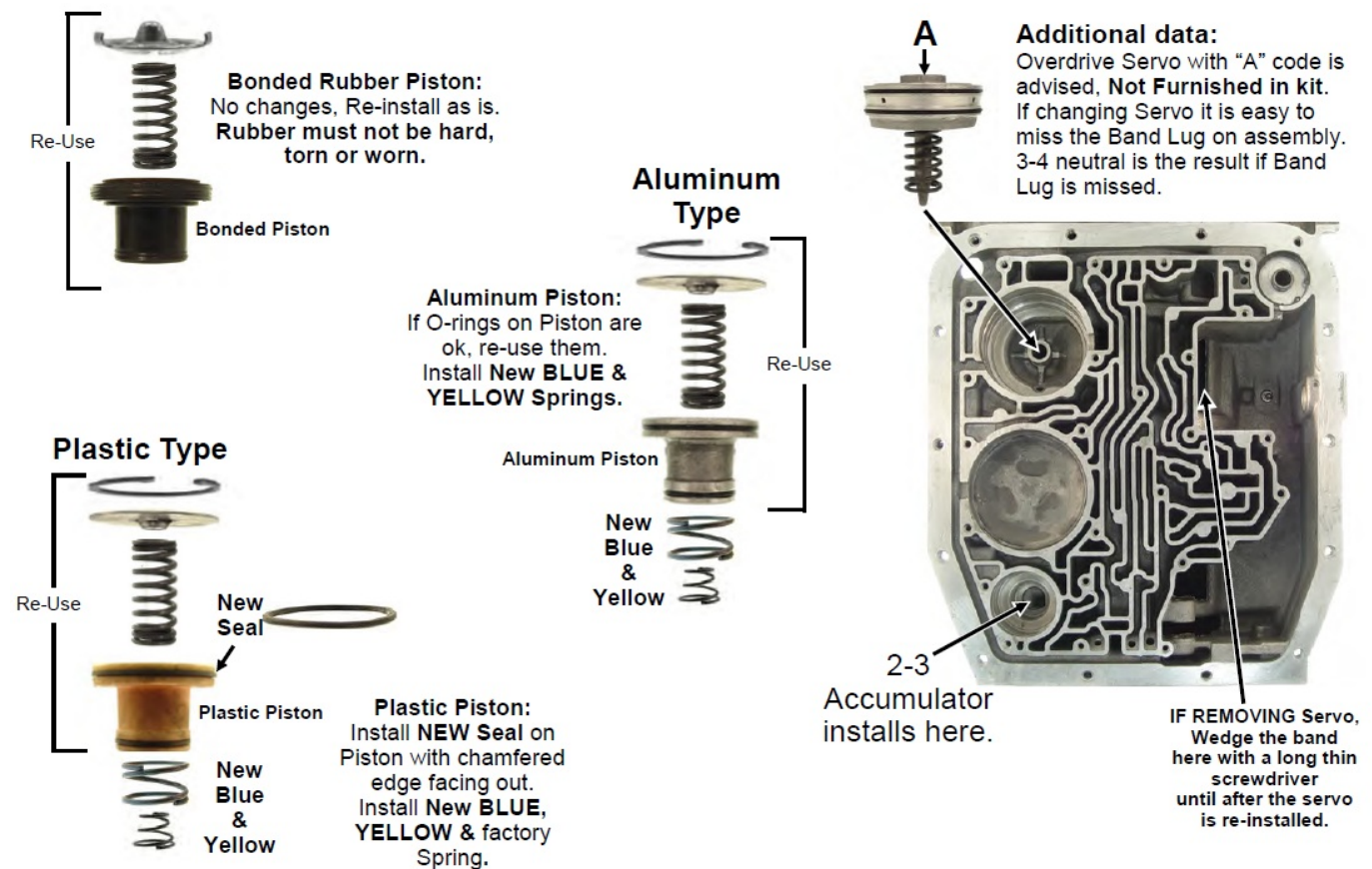




## TYPE 2-3 Accumulator Piston

Follow Instructions for YOUR TYPE 2-3 Accumulator Piston.

### Bonded Type



## Parts

**Optional Hi-Rev parts to be used.**

Full throttle up shifts at APPROXIMATE 5400-5900-6400-6800

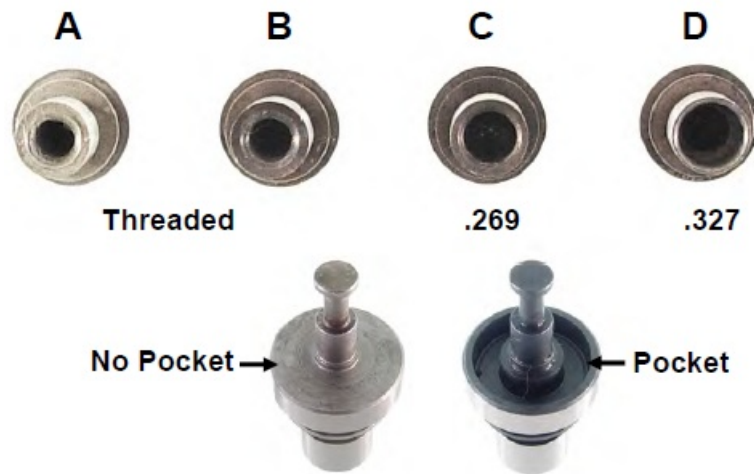
Use caution when tuning max throttle shifts to avoid engine damage!

The extension Housing Gasket is not furnished.

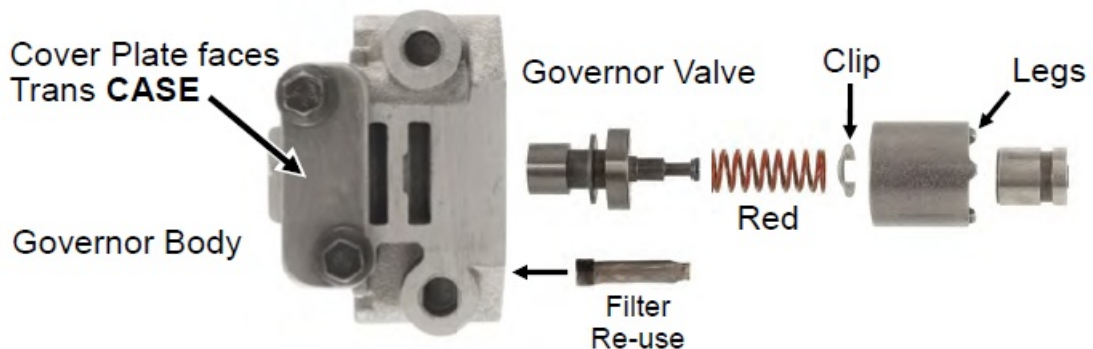
**Step 1.**

Select New Gov Valve for desired PROX shift RPM.

- Threaded bore no pocket 5400 RPM-A
- Threaded bore with pocket 5900 RPM-B
- Non-threaded w/.269 bore 6400 RPM-C
- Non-threaded w/.327 bore 6800 RPM-D

**Step 2**

1. Remove & save Clip from OE Governor Valve.
2. Install the Red Spring and clip on the new Governor Valve.
3. Reassemble Governor.

**Note:**

Converter stall and Engine torque Will affect max up-shift RPM.

**RPM FIGURES ARE APPROXIMATE.**

This product will not work with Low Ratio Planetary Gear set (4R70W)

**ADDITIONAL DATA: READ CAREFULLY!**

This product is designed to work with a Factory Throttle pressure linkage. Correct Throttle pressure linkage setup is crucial for proper transmission function, durability, and performance. A throttle cable that's hooked up to the trans & carb on a transplant, conversion or even just a replacement aftermarket carburetor may not have the correct geometry as the factory linkage does. If it's not correct, it can compromise durability & performance. Engine power and line pressure MUST rise together from minimum line pressure at engine idle, to max line pressure at wide open throttle. Pressure should start to rise as soon as the throttle is added and continue going up as the throttle increases.

## MAX THROTTLE UPSHIFT TUNING DISCLAIMER

Before any changes are made in max rpm shifts, ASK, what is the SAFE MAX ENGINE RPM? The parts in this kit provide APPROXIMATE, NOT EXACT RPM ranges. If a change is made be very aware not to EXCEED the SAFE RPM of the engine during tuning. TransGo is not liable for any vehicle or property damage, personal injury, or loss of time and incurred expenses that may occur under any circumstances.

### SK® AOD; AOD-PSK; AOD-HP


#### Listen up:

If trans has an aluminum 3rd Accm Piston don't use the seal furnished in the kit.



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## Documents / Resources

	<p><a href="#">TRANSGO AOD-HP Reprogramming Kit</a> [pdf] Instruction Manual AOD-HP, AOD-HP Reprogramming Kit, Reprogramming Kit, Kit</p>
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