



The Pro-Street Series

700R4 - 4L60E - 2004-R

Our Pro-Street type transmission is the finest built performance automatic transmission in the industry. We incorporate all the updates and modifications to compensate for the problems and issues they were born with from the factory. We believe you will not find a better performance transmission anywhere!

Below are the details of our Pro-Street built transmission.

First, each core transmission is disassembled and carefully inspected. The case and hard parts are cleaned thoroughly and re-inspected for cracks, wear, or other damage before we begin. The seals in the case are then replaced and assembly begins.

The rear planetary assembly and bearings are meticulously inspected then assembled into case along with Borg Warner reverse frictions and steels. At this time the center support and sprags (one way rollers) are installed after being inspected for stress cracks and damage.

Next the sun gear is inspected and four slots are machined into the bottom. This improves lubrication to the rear planetary assembly by allowing oil to wscape from between the bearing and the gear it rests against, feeding additional lube to the planetary gears. This is a huge improvement and virtually eliminates one of the most common points of failure for this type transmission. In fact, contrary to the common opinion, the rear planetary assembly in these are not in any way weak by design. Their failure is almost exclusively due to lack of lubrication. When you see one with a damaged rear planetary, it will almost always be accompanied by the blue-black signs of excessive heat. Put simply, these planetary assemblies with good lube DO NOT FAIL, even in the most demanding environments.

Next, we re-inspect the front planetary assemblies measuring clearances and making sure everything is within our own rigid specifications before installing it and inserting the output shaft and new retaining clip.

The front sun gear is then slotted for improved lubrication, as the rear sun was, and installed. Then end play is set for the output shaft.

Now for the input drum. We re-inspect it before installing new rubber seals and neoprene lubrication seal. Next, we install new Borg Warner overrun frictions, a late heavy duty forward sprag assembly, and composite forward frictions. These forward frictions have a

superior holding capability, as well as improved ability to withstand extreme heat, when compared with the OEM frictions. Since these frictions must hold the power of your vehicle in every forward gear, they have to be tough enough for the job. Finally, we replace the remaining frictions with a Borg Warner in the 3-4 clutch set.

As we move on to the reverse input drum, it is assembled, seals replaced, and the band surface area resurfaced to accept the Kevlar band. This band has approximately 20% more surface area of holding both second and fourth gears. This stronger 2-4 band will hold torque both during that tire chirping shift into second at full throttle in your performance machine.

Now we move on to the pump. It is inspected and modified to provide maximum lube to the planetary sets. We install a large boost valve suitable for the application. The vanes in the pump are carefully inspected for wear and replaced as needed, steel pump rings are installed. The pump is the heart and soul of any automatic transmission, and we make sure it's a healthy one.

The last section is the valve body. For this we use all we have learned over the years from considerable personal experience. What we have learned is, although most shift kits have certain distinct advantages, no one kit has all the best modifications - some we liked, some we didn't. We took the best parts of each, and utilizing our own experience, created a set of modifications that is superior to all the others. We do not block accumulators, since the reason they exist is to prevent excessive shock to the transmission and drive train. With our transmissions, you will always have a solid, firm shift that will be linearly progressive. That means at light throttle you will feel a nice bump, letting you know the car or truck has shifted. As throttle is increased, the shifts will become more pronounced to the point of tire chirping in high performance vehicles or a firm shift at full throttle in a towing/hauling situation. It will not cause whiplash just cruising with your significant other or your grandmother around town, but will turn heads when laying it on the line.

So there you have it. Our best transmission, designed to meet your needs today, tomorrow, and for many years to come!

This unit is suitable for applications up to 550HP (at rear wheels), whether small block or big block. Choose your poison!

700 R-4 Features:

Trans-Go Shift Kit
10 Vane Pump w/ Dual Slide Springs
Borg Warner Clutches and Bands
Corvette 2-4 Servo IROC Shift Plate
Pressure Regulator Improved for Full Time Lube
Non-Sticking Throttle Valve 3/4 Shift Valve Up-Grade
Sold w/ Dipstick and Detent Cable
Price: \$750 Outright - 6 Month Unlimited Mile Warranty
Full Comp Unit and Billet Servo Additional Charge
Gear Ratios: 1st - 3.06 2nd - 1.62, 3rd - 1.00, 4th - 0.70

200 4-R Features:

Fairbanks-Superior HP Shift Kit
10 Vane Pump w/ Dual Slide Springs
Borg Warner Clutches and Bands
2/4 Servo Spring Upgrade. Billet Servo Available
Pressure Regulator Improved for Full Time Lube
Non-Sticking Throttle Valve 3-4 Shift Valve Upgrade
3" Shorter than 700 R4 and 2 1/2" narrower
Sold w/ Dipstick and Detent Cable
Price: \$850 Outright - 6 Month Unlimited Mile Warranty
Full Comp Unit Available/Special Order, Additional Charge
Gear Ratios: 1st - 2.74 2nd - 1.57, 3rd - 1.00, 4th - 0.67