700R4

Valve Body Interchange

Late model 700-R4 valve bodies can be exchanged if the spacer plate and checkball locations are matched to valve body. To determine proper interchange refer to the four steps on the following pages.

STEP 1: Identify the year of the valve body.

82-87 valve bodies can be identified by 2 aluminum sleeves in the 1-2 shift valve line-up.

All 1988 or later valve bodies have only one very long aluminum sleeve.

Beginning in 1989 the converter clutch throttle valve bore was eliminated and a notch was machined in the worm tracks.
STEP 2: Identify the valve body type. This is necessary to match the valve body to the spacer plate. There are two types for each year (87 and later) determined by the design of the line bias valve.
STEP 3: Identify the spacer plate. The spacer plate must be matched to the year and type of the valve body.

Type #1 valve bodies use a plate with hole A.
Type #2 valve bodies use a plate without hole A.

Plate Codes

Beginning in 1987 GM stated using 2 letter codes to identify the spacer plates. The first letter of the code is used to determine the year of the plate.

If the first letter is:
- A = 1987 cars and trucks
- C = 1989, 1990 (cars only)
- D = 1990 and later diesels
STEP 4: Identify the proper checkball location according to the year of the valve body and plate.

1. The worm tracks in the auxiliary valve body cases are the same from 87-92 model years so the valve bodies & plates will interchange from year to year.

2. The type #1 valve bodies and plates are preffered in severe duty vehicles.

3. If you have an 89 or later and you want to use a TCC valve, use an 87 or 88 valve body and plate.

4. Keep in mind there are also calibration differences between valve bodies that will not allow acceptable driveability characteristics. (i.e. Using a diesel valve body on an S-10 etc.)