



Transmission: 700R4
Subject: Valve body interchange
Application: GM
Issue Date: June, 1992

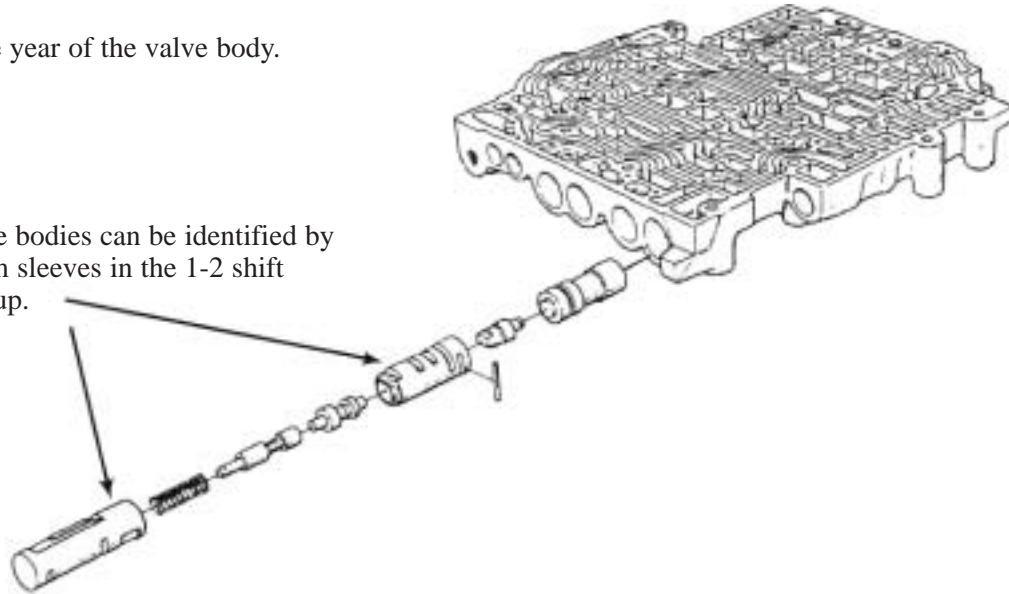
700R4

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.

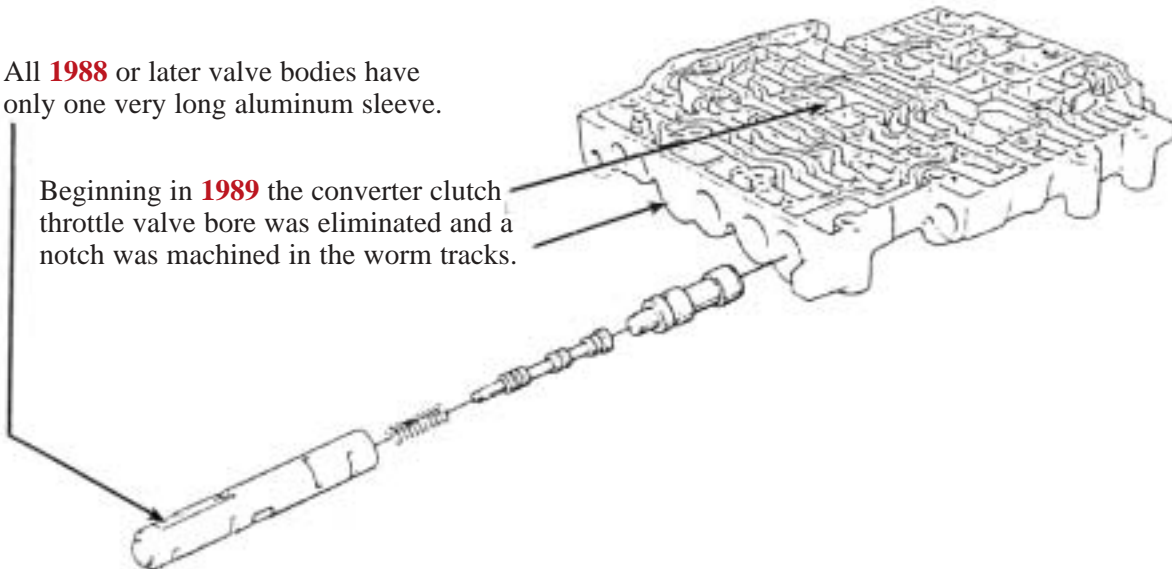
STEP 1: Identify the year of the valve body.

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



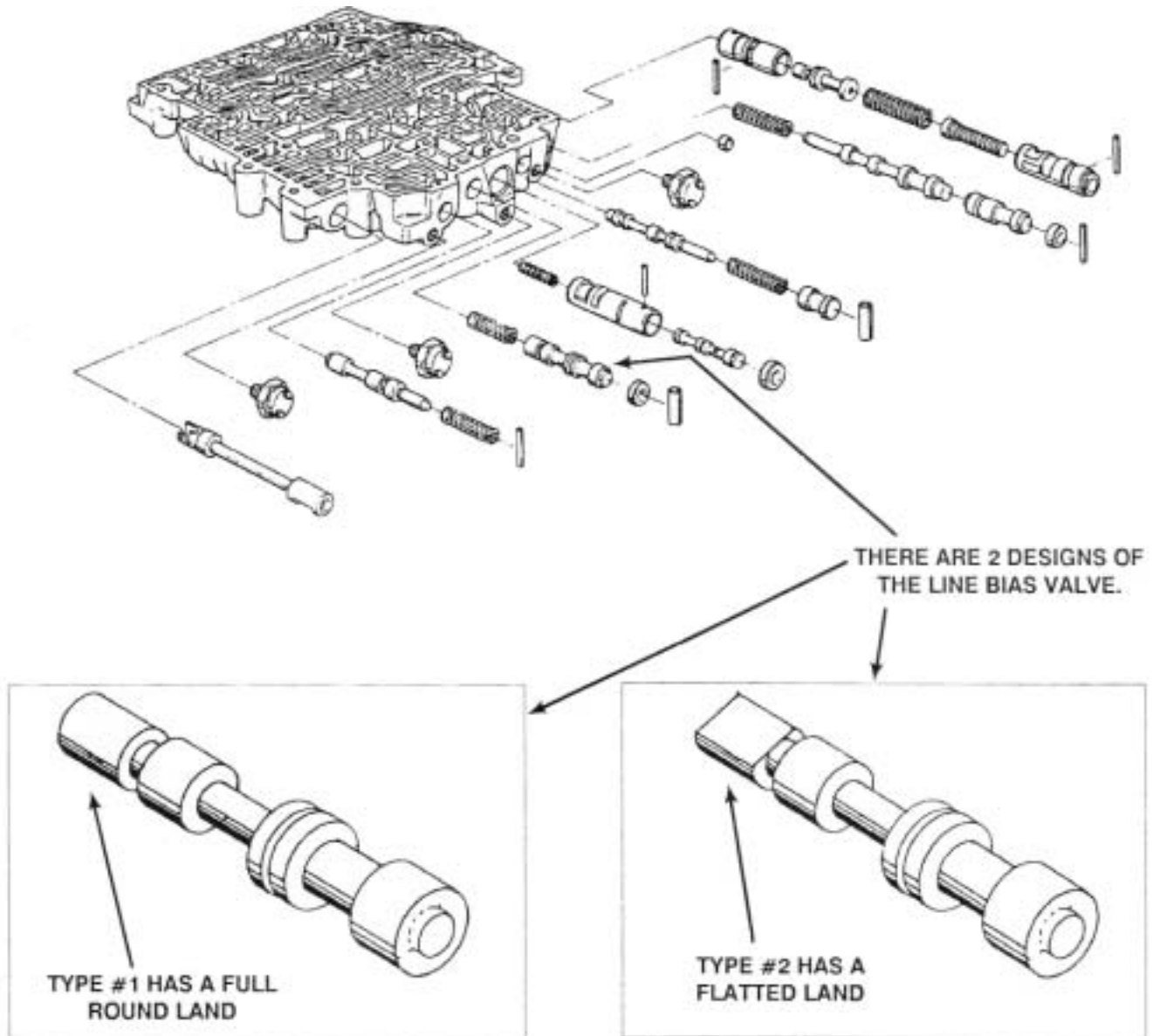
All **1988** or later valve bodies have only one very long aluminum sleeve.

Beginning in **1989** the converter clutch throttle valve bore was eliminated and a notch was machined in the worm tracks.

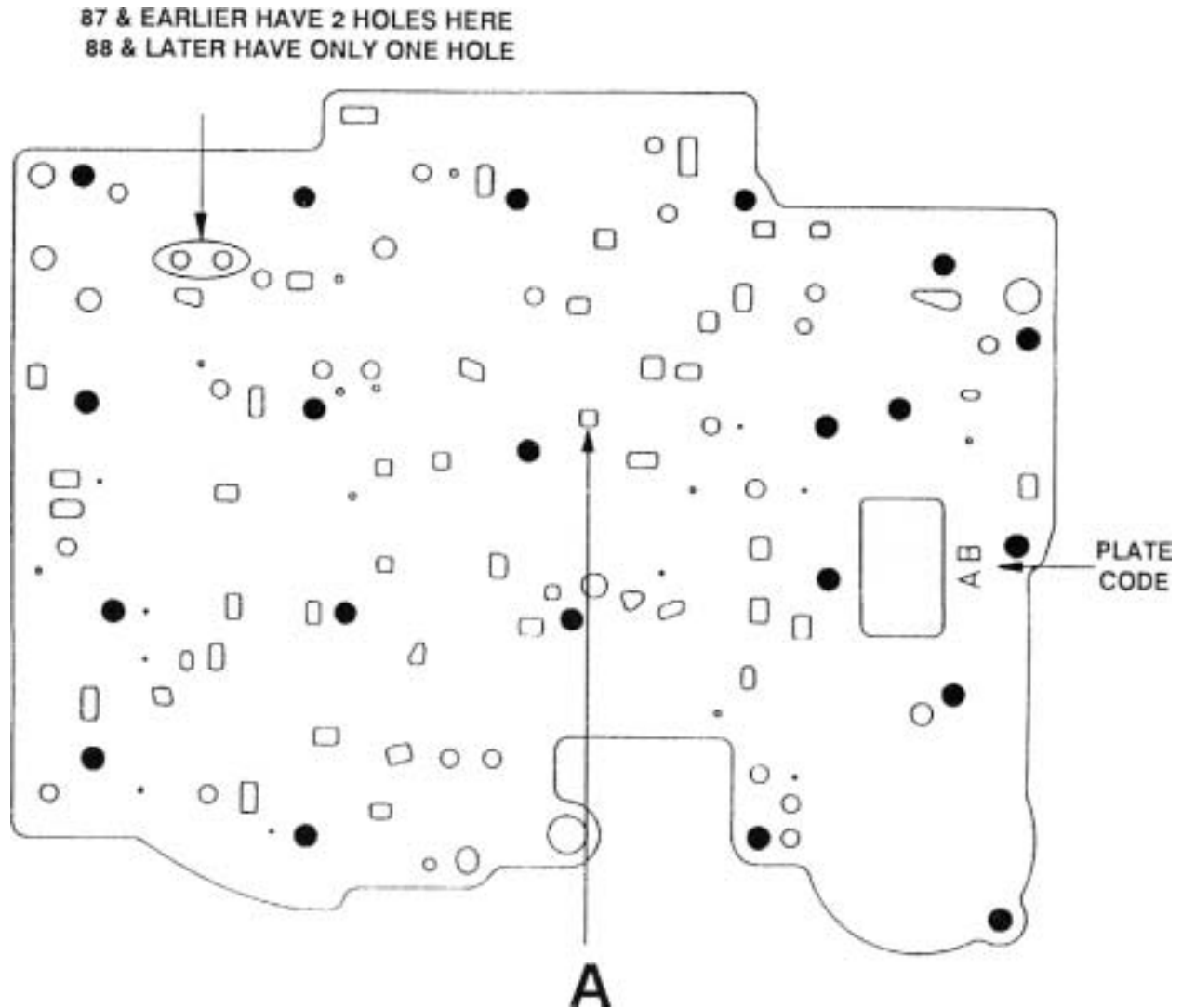


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STEP 2: Identify the valve body type. This is necessary to match the valve body to the spacer plate. There are two types for each year (87 and later) determined by the design of the line bias valve.



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

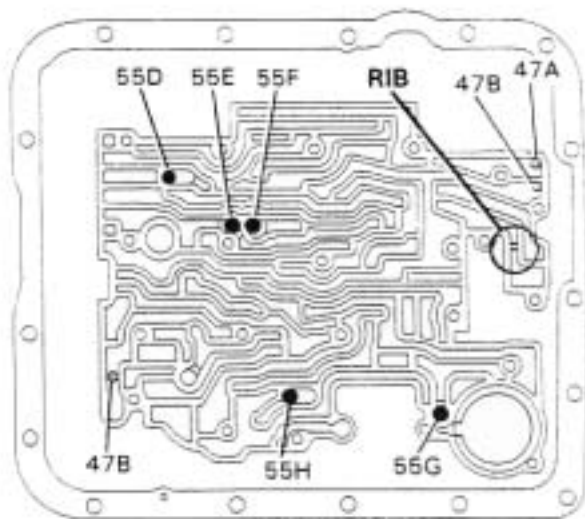
Beginning in 1987 GM started using 2 letter codes to identify the spacer plates. The first letter of the code is used to determine the year of the plate.

If the first letter is:

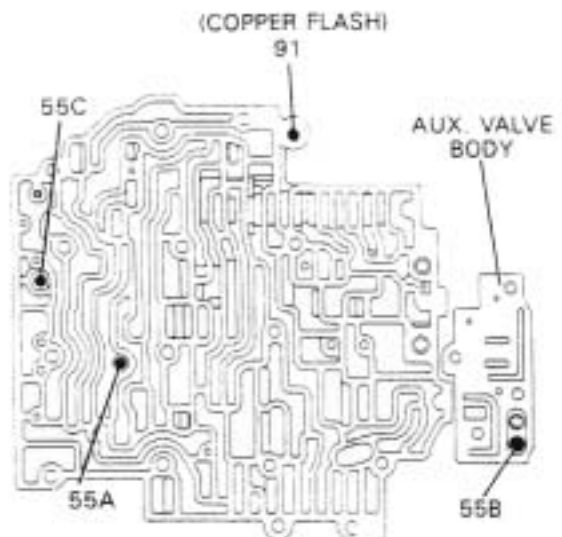
- A = 1987 cars and trucks
- B = 1988 cars and 1988, 1989, 1990 trucks
- C = 1989, 1990 (cars only)
- D = 1990 and later diesels

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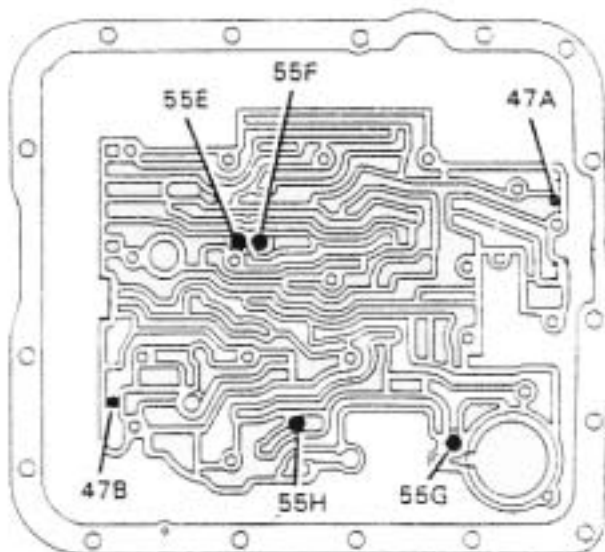
STEP 4: Identify the proper checkball location according to the year of the valve body and plate.



**CASE CHECKBALL LOCATIONS WITH
AUXILLARY VALVE BODY - 1987 ONLY**



**VALVE BODY CHECK BALL LOCATIONS FOR
ALL YEARS WITH AUXILLARY VALVE BODY**



**CASE CHECK BALL LOCATIONS FOR ALL
1988 AND LATER MODELS**

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 preferred 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.)