

# 4l60e 3 4 Shift Problem

## **The 4l60e 3-4 Shift Problem: A Mechanic's Tale**

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### Introduction: Understanding the 4l60e 3-4 Shift Problem

The 4l60e transmission, a ubiquitous gearbox found in countless General Motors vehicles, isn't without its quirks. One common complaint amongst owners is a problematic 3-4 shift. This 4l60e 3-4 shift problem manifests in various ways, from a simple flare or hesitation during the shift to a complete refusal to engage fourth gear. This article delves into the causes, diagnosis, and solutions to this persistent issue. We'll explore real-world examples from my two decades of experience tackling this very 4l60e 3-4 shift problem, along with case studies to provide a comprehensive understanding.

### Case Study 1: The Slipping Shift

One memorable case involved a 2002 Chevy Silverado. The owner complained of a noticeable slip during the 3-4 shift, especially under load. The 4l60e 3-4 shift problem wasn't violent; it was more of a gradual power loss and a feeling of the transmission hunting for the right gear. After a thorough diagnostic scan, we discovered low line pressure. The culprit? A worn-out pump within the transmission itself. This is a classic example of how a seemingly minor 4l60e 3-4 shift problem can point to a more significant internal issue. A simple fluid and filter change wouldn't have fixed this; a full rebuild was necessary.

### Case Study 2: The Hard Shift and Harsh Engagement

Another client drove in a 2005 GMC Yukon XL suffering from a much more aggressive 4l60e 3-4 shift problem. This wasn't a slip; it was a violent, jarring shift that felt like the transmission was going to explode. This often indicates problems with the valve body, specifically the 3-4 shift solenoid or the related governor pressure sensor. In this case, replacing the worn-out 3-4 shift solenoid solved the 4l60e 3-4 shift problem, restoring smooth shifts.

## Common Causes of the 4l60e 3-4 Shift Problem

The 4l60e 3-4 shift problem isn't always caused by the same underlying issue. Diagnosing the root cause requires a methodical approach. Here are some of the most common culprits:

**Low Transmission Fluid:** Insufficient fluid or contaminated fluid leads to reduced pressure, causing slippage and irregular shifting, including the 4l60e 3-4 shift problem.

**Worn-out Clutch Packs:** The clutch packs responsible for engaging fourth gear wear out over time, leading to slipping and rough shifts.

**Faulty 3-4 Shift Solenoid:** This crucial component directs fluid to engage fourth gear. A malfunctioning solenoid is a frequent cause of the 4l60e 3-4 shift problem.

**Damaged Valve Body:** The valve body governs fluid flow within the transmission. Internal damage or wear can disrupt the proper shifting sequence, triggering the 4l60e 3-4 shift problem.

**Low Line Pressure:** Insufficient pressure throughout the system can prevent proper gear engagement, manifesting as a 4l60e 3-4 shift problem.

**Torque Converter Issues:** A malfunctioning torque converter can contribute to problems with the 3-4 shift.

**Governor Pressure Sensor:** This sensor monitors transmission pressure and provides data to the transmission control module (TCM). A faulty sensor can lead to erratic shifting behavior including the 4l60e 3-4 shift problem.

## Diagnosing the 4l60e 3-4 Shift Problem

Proper diagnosis is critical. Starting with a thorough visual inspection of the transmission fluid is essential. Its color, smell, and level can indicate problems. Next, connecting a scan tool to read the TCM data is crucial. Error codes can pinpoint the specific issue related to the 4l60e 3-4 shift problem. In some cases, further testing, such as measuring line pressure, might be necessary to fully diagnose the underlying problem.

## Repairing or Replacing the 4l60e Transmission

The severity of the 4l60e 3-4 shift problem will determine the appropriate course of action. Simple problems like low fluid can be easily remedied. However, more complex issues, such as worn-out clutch packs or a faulty valve body, often necessitate a full rebuild or even a complete transmission replacement. A rebuild involves disassembling the transmission, replacing worn components, and reassembling it, while replacement is a more straightforward (but more expensive) solution.

## Personal Anecdote: The "Mysterious" 4l60e 3-4 Shift Problem

I once encountered a 4l60e 3-4 shift problem that baffled me for days. The symptoms were intermittent, sometimes shifting smoothly, other times slipping. After exhaustive testing, we discovered a loose ground wire to the TCM. This seemingly minor electrical fault was causing erratic signals, leading to the irregular shifting. This highlights the importance of thorough diagnosis, even considering the seemingly obvious.

## Conclusion:

The 4l60e 3-4 shift problem is a common issue, but its causes are multifaceted. A methodical approach, starting with a visual inspection and moving towards advanced diagnostics, is essential for pinpointing the root cause. From simple fluid changes to complex rebuilds or even replacements, the solution depends on the underlying issue. Understanding the common causes and the diagnostic process empowers owners and mechanics to effectively address this persistent transmission challenge.

#### FAQs:

1. How much does it cost to repair a 4l60e 3-4 shift problem? The cost varies widely, from under \$100 for a fluid change to thousands for a full rebuild or replacement.
2. Can I drive my car with a 4l60e 3-4 shift problem? Driving is possible, but continued driving with a slipping or harsh 3-4 shift can cause further damage.
3. What are the signs of a failing 4l60e transmission? Slipping, harsh shifts, delayed engagement, whining noises, and fluid leaks are all warning signs.
4. How long does a 4l60e transmission typically last? With proper maintenance, a 4l60e can last 150,000 miles or more. However, this can vary depending on driving habits and maintenance.
5. Is the 4l60e 3-4 shift problem always a major repair? Sometimes, simple fluid changes or solenoid replacements can fix the problem.
6. How can I prevent 4l60e transmission problems? Regular fluid and filter changes, along with careful driving habits, can prolong the life of your transmission.
7. What is the difference between a 4l60e rebuild and a replacement? A rebuild repairs the existing transmission, while a replacement installs a new or remanufactured unit.
8. Can I perform a 4l60e repair myself? A rebuild is a complex procedure best left to experienced mechanics. Simple repairs, like fluid changes, are feasible for DIYers with basic mechanical skills.
9. Where can I find a reputable transmission shop? Check online reviews, ask for recommendations from trusted sources, and verify ASE certifications.

#### Related Articles:

1. 4l60e Transmission Fluid Change: A Step-by-Step Guide: This article provides a detailed guide on performing a transmission fluid and filter change.
2. Understanding 4l60e Transmission Codes: This article explains the common diagnostic trouble codes (DTCs) associated with 4l60e transmissions and their meanings.
3. 4l60e Valve Body Diagnosis and Repair: This article focuses specifically on diagnosing and repairing issues with the valve body, a common source of 4l60e problems.
4. 4l60e Shift Solenoid Replacement Tutorial: A step-by-step guide on replacing a faulty shift solenoid.
5. Troubleshooting 4l60e Hard Shifts: This article explores various causes of hard shifts and how to troubleshoot them.
6. 4l60e Low Line Pressure Diagnosis and Repair: This article focuses on diagnosing and repairing low line pressure issues in the 4l60e transmission.
7. Choosing Between 4l60e Rebuild vs. Replacement: This article compares the costs, benefits, and drawbacks of rebuilding versus replacing a 4l60e transmission.
8. Preventing 4l60e Transmission Failure: This article provides preventative maintenance tips to extend the life of your 4l60e transmission.
9. 4l60e Torque Converter Issues and Repair: This article focuses on diagnosing and repairing problems with the torque converter in a 4l60e transmission.

# **4L60E 3-4 Shift Problem: Diagnosis, Repair, and Prevention**

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Keywords: 4L60E 3-4 shift problem, 4L60E transmission problems, 4L60E shift flare, 4L60E hard shift, 4L60E repair, 4L60E troubleshooting, 4L60E maintenance, 4L60E rebuild, 4L60E 3-4 clutch, 4L60E governor

## **Introduction:**

The 4L60E transmission, while a popular and widely used automatic transmission in GM vehicles, is known for experiencing issues, particularly with the 3-4 shift. This 4L60E 3-4 shift problem can manifest in several ways, from a simple flare or harsh engagement to a complete inability to shift into fourth gear. Understanding the causes and effective troubleshooting methods is crucial for resolving this common issue. This article will comprehensively explore the 4L60E 3-4 shift problem, covering various diagnostic techniques and repair strategies.

## **Understanding the 4L60E 3-4 Shift Problem**

The 3-4 shift in the 4L60E utilizes the 3-4 clutch pack and the associated hydraulic controls. A problem in this area can result in several symptoms, including:

Hard Shift: A jarring or violent engagement of fourth gear.

Shift Flare: A momentary increase in engine RPM before the shift completes.

Delayed Shift: A noticeable lag before the shift occurs.

No 4th Gear: The transmission completely fails to engage fourth gear.

Slipping: The transmission slips during the 3-4 shift, resulting in a loss of power.

## **Diagnosing the 4L60E 3-4 Shift Problem**

Diagnosing the root cause of the 4L60E 3-4 shift problem requires a systematic approach. Here's a breakdown of the process:

1. **Visual Inspection:** Begin by inspecting the transmission fluid. Low fluid level, burnt smell, or discolored fluid (dark brown or black) indicates internal problems. Check for external leaks as well.
2. **Road Test:** Perform a thorough road test, paying close attention to the 3-4 shift. Note the specific symptoms, the speed at which the problem occurs, and any accompanying noises or vibrations.
3. **Scan Tool Diagnosis:** Use an OBD-II scanner to retrieve diagnostic trouble codes (DTCs). While not always specific, some codes can point to potential issues within the transmission control system.
4. **Manual Line Pressure Testing:** Measure the line pressure using a pressure gauge. Low or erratic line pressure suggests problems with the pump, valve body, or pressure regulator. This usually requires specialized tools.
5. **Advanced Diagnostics:** More advanced diagnostic techniques, such as pressure testing individual clutches and bands, or conducting a pressure test with a scan tool that provides specific transmission data may be required by a professional.

## **Common Causes of the 4L60E 3-4 Shift Problem**

Several components can contribute to the 4L60E 3-4 shift problem:

**3-4 Clutch Pack Wear or Failure:** The most common cause is wear and tear on the 3-4 clutch pack. This can be due to age, low fluid level, or contamination.

**Valve Body Problems:** Issues within the valve body, such as worn solenoids, sticking valves, or internal leaks, can disrupt the proper hydraulic control of the 3-4 clutch.

**Low or Contaminated Transmission Fluid:** Dirty or low transmission fluid can cause friction material breakdown and lead to clutch pack failure.

**Governor Problems:** The governor regulates shift points. Issues with it can cause erratic or delayed shifts.

**Torque Converter Issues:** A faulty torque converter can contribute to issues with shifting.

**Input/Output Shaft Issues:** Damage to either shaft can affect shifting performance.

**Electrical Issues:** Faulty wiring, connectors, or solenoids can disrupt the transmission's control system.

## **Repairing the 4L60E 3-4 Shift Problem**

Repairing the 4L60E 3-4 shift problem may range from a simple fluid change to a complete transmission rebuild, depending on the root cause.

**Fluid and Filter Change:** The simplest solution, but only effective for minor issues caused by dirty

fluid.

**Valve Body Repair or Replacement:** Replacing or repairing the valve body might resolve issues related to solenoids, valves or internal passages.

**Clutch Pack Replacement:** Replacing the worn 3-4 clutch pack is often necessary when clutch material is damaged.

**Complete Transmission Overhaul:** In cases of severe damage or multiple component failures, a complete rebuild of the transmission may be necessary.

## **Preventing 4L60E 3-4 Shift Problems**

Regular maintenance plays a crucial role in preventing the 4L60E 3-4 shift problem:

**Regular Fluid and Filter Changes:** Change the transmission fluid and filter according to the manufacturer's recommended intervals.

**Avoid Harsh Driving:** Avoid excessive acceleration, hard braking, and wheel spinning, as these put stress on the transmission.

**Proper Cooling:** Ensure adequate transmission cooling, especially in towing or heavy-duty applications. Consider adding an auxiliary transmission cooler if needed.

## **Conclusion:**

The 4L60E 3-4 shift problem is a common issue that requires careful diagnosis and appropriate repair. By understanding the potential causes and employing a systematic approach to troubleshooting, you can effectively resolve this issue and restore smooth and reliable transmission performance. Ignoring the problem can lead to more extensive and costly damage. Regular maintenance and preventative measures are key to extending the lifespan of your 4L60E transmission.

FAQs:

1. Can I drive my car with a 4L60E 3-4 shift problem? Driving with a severe 4L60E 3-4 shift problem is not recommended, as it can lead to further damage. It's best to have it inspected and repaired as soon as possible.

2. How much does it cost to repair a 4L60E 3-4 shift problem? The cost varies significantly depending on the cause and the extent of the repairs needed. A simple fluid change might cost a few hundred dollars, while a complete rebuild can cost several thousand.

3. How long does it take to repair a 4L60E 3-4 shift problem? Repair time also depends on the complexity of the issue. A simple fluid change can be done quickly, while a rebuild might take several days or more.
4. Can I repair a 4L60E 3-4 shift problem myself? While some minor repairs like a fluid change are possible for DIY enthusiasts, more complex repairs require specialized tools, knowledge, and experience.
5. What are the signs of a failing 4L60E transmission? Besides the 3-4 shift issues, other signs include slipping, hard shifts in other gears, noises, leaks, and overheating.
6. How can I prolong the life of my 4L60E transmission? Regular fluid and filter changes, avoiding harsh driving, and ensuring proper cooling are crucial for longevity.
7. What is the difference between a 4L60E and a 4L65E transmission? The 4L65E is a strengthened version of the 4L60E, designed for higher torque capacity.
8. Is a rebuilt 4L60E transmission a good option? A quality rebuilt 4L60E transmission from a reputable shop can be a cost-effective alternative to a new transmission.
9. What is the typical lifespan of a 4L60E transmission? With proper maintenance, a 4L60E transmission can last for 150,000 miles or more, but this can vary depending on driving habits and maintenance.

#### Related Articles:

1. 4L60E Transmission Fluid Change: A Step-by-Step Guide: This article details the process of changing the transmission fluid and filter, a crucial preventative maintenance step.
2. Understanding 4L60E Valve Body Function and Troubleshooting: A deep dive into the valve body's role in transmission operation and common problems associated with it.
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8. 4L60E Torque Converter Issues: Diagnosis and Replacement: Addresses problems related to the torque converter and their solutions.

9. Choosing the Right Transmission Fluid for Your 4L60E: Provides guidance on selecting the correct transmission fluid for optimal performance and longevity.

**4L60e 3 4 shift problem: Muncie 4-Speed Transmissions** Paul Cangialosi, 2014-10-15 The Muncie 4-speeds, M20, M21, and M22 are some of the most popular manual transmissions ever made and continue to be incredibly popular. The Muncie was the top high-performance manual transmission GM offered in its muscle cars of the 60s and early 70s. It was installed in the Camaro, Chevelle, Buick GS, Pontiac GTO, Olds Cutlass, and many other classic cars. Many owners want to retain the original transmission in their classic cars to maintain its value. Transmission expert and veteran author Paul Cangialosi has created an indispensable reference to Muncie 4-speeds that guides you through each crucial stage of the rebuild process. Comprehensive ID information is provided, so you can positively identify the cases, shafts, and related parts. It discusses available models, parts options, and gearbox cases. Most important, it shows how to completely disassemble the gearbox, identify wear and damage, select the best parts, and complete the rebuild. It also explains how to choose the ideal gear ratio for a particular application. Various high-performance and racing setups are also shown, including essential modifications, gun drilling the shafts, cutting down the gears to remove weight, and achieving race-specific clearances. Muncie 4-speeds need rebuilding after many miles of service and extreme use. In addition, when a muscle car owner builds a high-performance engine that far exceeds stock horsepower, a stronger high-performance transmission must be built to accommodate this torque and horsepower increase. No other book goes into this much detail on the identification of the Muncie 4-speed, available parts, selection of gear ratios, and the rebuild process.

**4L60e 3 4 shift problem: GM Automatic Overdrive Transmission Builder's and Swapper's Guide** Cliff Ruggles, 2008 Vehicle maintenance.

**4L60e 3 4 shift problem: Master EFI Tuner - GM EFI** Dan Maslic, 2009-12 Master EFI Tuner - GM EFI is a comprehensive instructional book that provides the reader with a working knowledge of late-model General Motors LS-series V8 engines as well as a tuning process so that the reader can tune the EFI system on race cars powered by GM LS V8 engines. A complete tuning process is outlined and real world case studies are provided to allow the reader to understand the real-world application of the tuning process.

**4L60e 3 4 shift problem: Swap LS Engines into Chevelles & GM A-Bodies: 1964-1972** Jefferson Bryant, 2017-05-15 The GM LS engine has revolutionized the muscle car and the high-performance V-8 market. It has become a favorite engine to swap into classic cars because it offers a superior combination of horsepower, torque, and responsiveness in a compact package. As such, these modern pushrod V-8 engines are installed in vintage GM muscle cars with relative ease, and that includes Chevelles and other popular GM A-Body cars. In fact, General Motors manufactured about 500,000 Chevelles and A-Body cars between 1968 and 1970 alone. Jefferson Bryant, author of LS Swaps: How To Swap GM LS Engines into Almost Anything, has performed many LS swaps throughout his career, and has transplanted the LS into several A-Body cars. In this comprehensive guide, he provides detailed step-by-step instructions for installing an LS powerplant into a Chevelle, Buick GS, Oldsmobile Cutlass, and Pontiac GTO. To successfully install an LS engine, you need to select or fabricate motor mounts and adapter plates to mount the engine to the chassis. Also, you need to integrate the electronic engine controls and wiring harness to the A-Body car. If you run a fuel-injection system, a new tank or high-pressure fuel pump, fuel lines, and related equipment must be installed. Bryant covers all of these crucial steps and much more. He explains essential procedures, time saving techniques, and solutions to common problems. In addition, he performs a new LT swap into an A-Body car. Swapping an LS engine into an A-Body is made much easier with a comprehensive guidebook such as this, whether you plan on doing it yourself or decide to have a shop do it for you. A huge and thriving aftermarket provides a wide range of suspension, brake, steering, chassis, and other parts that produce functional improvements. Before you tackle your LS



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**4160e 3 4 shift problem: GM Turbo 350 Transmissions** Cliff Ruggles, 2015-07-15 Although not quite the stout heavy-duty performer as its big brother, the Turbo 400, the Turbo 350 transmission is a fine, durable, capable, and when modified, stout performer in its own right. Millions of GM cars and trucks have been built with Turbo 350 automatic transmissions. There always comes a time when the old transmission shows signs of wear. At some point, even the best transmissions need to be rebuilt. In *GM Turbo 350 Transmissions: How to Rebuild & Modify*, respected automotive technical author Cliff Ruggles guides you through the complex rebuild procedure of GM's popular rear-wheel-drive automatic transmission. With his proven style, Ruggles goes through the step-by-step rebuild and performance upgrade procedures in a series of full-color photos. He includes instruction on removal and installation, tear-down procedures, parts inspection and replacement, as well as performance mods and shift kit installation. Time-saving tips are part of every buildup as well. Automatic transmissions are a mystery to most. Even if you end up deciding to have a professional take care of your transmission repair and performance needs, the information contained in this book is crucial to understanding how the power gets from the engine to the road. Add a copy of *GM Turbo 350: How to Rebuild & Modify* to your automotive library today.

**4160e 3 4 shift problem: Ford AOD Transmissions** George Reid, 2014-06-16 While millions of Ford rear-wheel-drive cars are equipped with the durable and simple C4 and C6 transmissions of the 1960s, early in the 1980s Ford replaced those old designs with the AOD transmission for a new generation of cars. Overdrive gears, once popular before WWII, were now becoming popular again, as manufacturers were under increasing pressure to raise fuel economy to meet ever more demanding EPA standards. A nice byproduct of that was more comfortable cruising speeds, where your engine didn't have to work so hard in addition to getting better fuel economy. In *Ford AOD Transmissions: Rebuilding and Modifying the AOD, AODE and 4R70W*, author George Reid walks you through the process step-by-step, from removing the transmission from the vehicle, to complete disassembly and cleaning, to careful reassembly, to proper re-installation and road testing. Performance modifications are also covered, as well as an ID guide for various model numbers, evolutionary design changes, shift kit installation, and torque converter selection. This book is ideal for people who already have one of these transmissions in their car, as well as enthusiasts who would like to swap one of these more modern units into an older chassis to get all the benefits of overdrive. If you plan on researching or working on any one of these overdrive models, this book is a vital addition to your workbench or library.

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**4160e 3 4 shift problem: Chevy/GMC Trucks 1973-1987** Jim Pickering, 2020-05-15 Build and modify your 1973-1987 GMC or Chevrolet truck in your garage with step-by-step processes to boost power, add curb appeal, and improve stopping ability, handling, safety, and more. GM's square-body trucks are a solid, simple, and easy-to-find rig--and that makes them perfect for modification. They're American classics, and they've become the hot rods of a new generation. Veteran magazine editor Jim Pickering brings these trucks into focus, taking you through the aspects that make them so popular and modifications you can perform to put a modern spin on their classic looks. He takes an in-depth look at all the major systems in your C10 and covers what can be done to them to turn your classic hauler into the modern hot rod that you want: a truck that's fast, safe, full of curb appeal, and reliable enough to drive whenever and wherever you want. Built in massive numbers during an 18-year production run, these trucks aren't hard to source, but finding a good starting point and mapping out your plan are important. This book covers a lot of territory: how to find a good starter truck, LS power builds and installs, slammed air suspension and coilover systems, automatic and

manual transmission choices (including a 6-speed manual conversion), cooling system upgrades, safely adding a modern alternator to factory GM wiring, modifying a mechanical clutch pedal to use a hydraulic master and slave cylinder, making new fuel lines and brake lines to support fuel injection and big brakes, installing a 4-link rear suspension system, fabricating an under-bed mount to hide air suspension components, building exhaust, adding LED lighting, interior restoration, and more. If you're building a square-body truck that you'd actually like to drive regularly, you've come to the right place. There hasn't ever been a more comprehensive, authoritative look at building a complete truck for street use that includes all the steps required to make it work.

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**4160e 3 4 shift problem: How To Rebuild and Modify Your Manual Transmission** Robert Bowen, This resource explains how to rebuild and modify transmissions from both rear- and front-wheel-drive cars. It explains the principles behind the workings of all manual transmissions, and helps readers understand what they need to do and know to rebuild their own transmissions. Includes how to determine what parts to replace; how and why to replace certain seals, spacers, springs, forks, and other parts; and where to find (and how to measure) the specifications for each particular transmission.

**4160e 3 4 shift problem: LS Swaps** Jefferson Bryant, 2014-04-10 Introduced in 1997, the GM LS engine has become the dominant V-8 engine in GM vehicles and a top-selling high-performance crate engine. GM has released a wide range of Gen III and IV LS engines that deliver spectacular efficiency and performance. These compact, lightweight, cutting-edge pushrod V-8 engines have become affordable and readily obtainable from a variety of sources. In the process, the LS engine has become the most popular V-8 engine to swap into many American and foreign muscle cars, sports cars, trucks, and passenger cars. To select the best engine for an LS engine swap, you need to carefully consider the application. Veteran author and LS engine swap master Jefferson Bryant reveals all the criteria to consider when choosing an LS engine for a swap project. You are guided through selecting or fabricating motor mounts for the project. Positioning the LS engine in the engine compartment and packaging its equipment is a crucial part of the swap process, which is comprehensively covered. As part of the installation, you need to choose a transmission crossmember that fits the engine and vehicle as well as selecting an oil pan that has the correct profile for the crossmember with adequate ground clearance. Often the brake booster, steering shaft, accessory pulleys, and the exhaust system present clearance challenges, so this book offers you the best options and solutions. In addition, adapting the computer-control system to the wiring harness and vehicle is a crucial aspect for completing the installation, which is thoroughly detailed. As an all-new edition of the original top-selling title, *LS Swaps: How to Swap GM LS Engines into Almost Anything* covers the right way to do a spectrum of swaps. So, pick up this guide, select your ride, and get started on your next exciting project.

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**4160e 3 4 shift problem: Mitchell Electronic Fuel Injection** , 1995

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**4160e 3 4 shift problem: The Revenue Growth Habit** Alex Goldfayn, 2015-07-07  
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**4160e 3 4 shift problem: How to Build Max-Performance Chevy Small Blocks on a Budget** David Vizard, 2009 Renowned engine builder and technical writer David Vizard turns his attention to extracting serious horsepower from small-block Chevy engines while doing it on a budget. Included are details of the desirable factory part numbers, easy do-it-yourself cylinder head modifications, inexpensive but effective aftermarket parts, the best blocks, rotating assembly (cranks, rods, and pistons), camshaft selection, lubrication, induction, ignition, exhaust systems, and more.

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