Hole #1 1995 and earlier units only: drill to .160 this opens up orifice feed to intermediate clutch, doing away with double orifice feed.
Hole #2 drill to .180 this is intermediate clutch exhaust and firms up the 2-1 downshift.
Hole #3 drill to .080 mild, .100 more and firmest would be up to .120 this is main feed for int clutches. Will also lower 1-2 shift time the larger its opened up as well as drastically speeds up clutch fill times.
Hole #4 This is manual 2-1 downshift and if you want to get rid of the delay during a manual 2-1 downshift this can be enlarged up to .125 dont go larger than .125 as you may “bark” the tires!
Hole #5 drill hole to .080 mild, (unless you have 98 and up 2-3 capacity valve spring dont go larger here) 98 can also: .100 more and firmest up to .120 this is main feed for direct clutch.
Hole #6 drill to .080 mild, .100 more and firmest .120 this is second main feed to direct clutch. with diode you can open up more.
Hole #7 only with intermediate mechanical diode drill to .125 or optional .160 firmest. if you have roller sprague dont drill as may cause sprague failure. always use spiral retaining ring on all spragues. This is direct clutch exhaust.
Hole #8 1995 and earlier units only drill to .238 dont drill 1996 and newer plates. this is forward clutch exhaust.
Hole #9 drill both holes marked 9 .080 mild, .089 more and firmest .100 this is for the 4-3 downshift, you may need to add one hole to plate using gasket as template on 1995 and earlier units only.
Hole#10 if you want faster reverse engagments drill out to .076 mild, .089 med and up to .105 HD
The 3-4 shift has the forward clutches coming off and the O/D band coming on and holes #9 control the on and off of each thru the power on/off valve.
The gasket has an orifice in it in form of a slot for the overdrive servo release (up to 2000 model year) and needs to be widened with a razor blade to .100

Double check all drilled holes with gaskets after to ensure gasket holes arent too small, cut out as necc. Be sure to flat file any hole burrs.
Be conservative on hole sizes. these are reccomended sizes and you should experiment results as may vary per vehicle/engines etc.
Accumulators

There are two accumulators in the Ford AODE, 4R70W and 4R75W transmissions, 2nd and 3rd Accumulators are in transmissions to soften shifts and slow down clutch apply. These can be modified to either soften/slow a shift or to firm up and make a shift quicker. with some practice you can make very consistent shift feel modifications with simple spring changes in the 1-2 and 2-3 accumulators.

1st gear, line pressure holds Acc. down.

2nd gear oil enters bottom of Acc. a firmer spring on top and lighter or no spring on the bottom will firm up the 1-2 shift. this speeds up oil to clutches. This will lower 1-2 shift timing as well. experiment with springs

2-3 accumulator, a lighter spring here will firm up the shift. You can completely leave the spring out also. Experiment here.

Some other upgrades that will prolong the life of your 4R70W transmission:

1) Early units with roller intermediate sprague: change drum and sprague to diode style. Much better, And always use the Spiral ring retainer kit made by Superior pt# K010 or Sonnax pt# 76554RK
2) When rebuilding transmission always replace bushings, all torrington bearings and molded 2nd piston along with the molded accumulator pistons. (update early units acc. pistons to molded style)
3) Check and replace the Bypass valve/sleeve assembly and pressure regulator boost valve and sleeve. (Watch for worn pressure regulator valve and bore as well)
4) Replace forward clutch pressure plate snap ring with the snap ring for a Dodge A518 direct overdrive clutch. (This is the waved one holding the clutches and large spring together that always breaks so always use a new one and not a used one from a core transmission) This will help prevent the top of the forward drum from blowing off as cushions the apply as well as takes out some of the end play in the clutches.