4T40E-PRT: Saves 3 Valve Bodies

Why?: Inboard end of **PR bore wears** out. This causes the circuit to make **HIGH** line **pressure** all the time. **Pumps** will stand high line for short bursts, but are **not designed** to handle **all time HIGH pressure.**

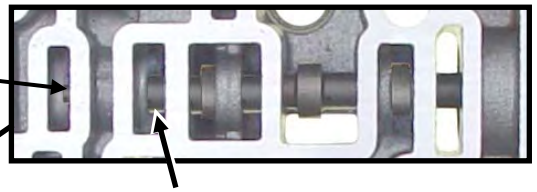
Hello Mechanic and Shop: Planet Burnup, Codes 1887 & 742, Burned Forward or Reverse Friction, Overheating [Burned Fluid]. Almost everything that happens to this trans, except molded seals falling off clutch pistons, is caused by wear in PR Valve Bore. Fix it while you have it so you won't get to do it again free.

2. Dip this end in oil. Reamer This end into **Guide.**

Guide

1. Install **Snap Ring** into groove.

See Wear? Install PR valve all the way. Move it rightward until it disappears here. Hook valve with bent wire and wiggle.
Valve Must NOT Wiggle!

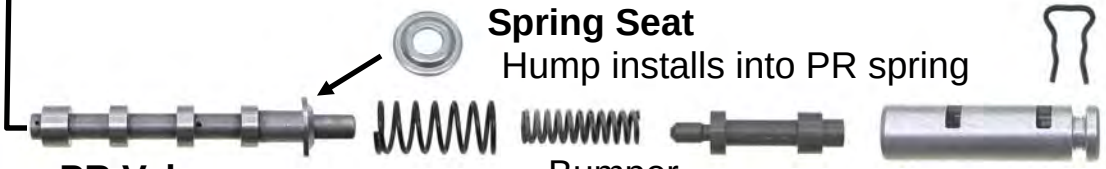


Hook with wire here.

"We love this FIX Really works Great" Mr Shift

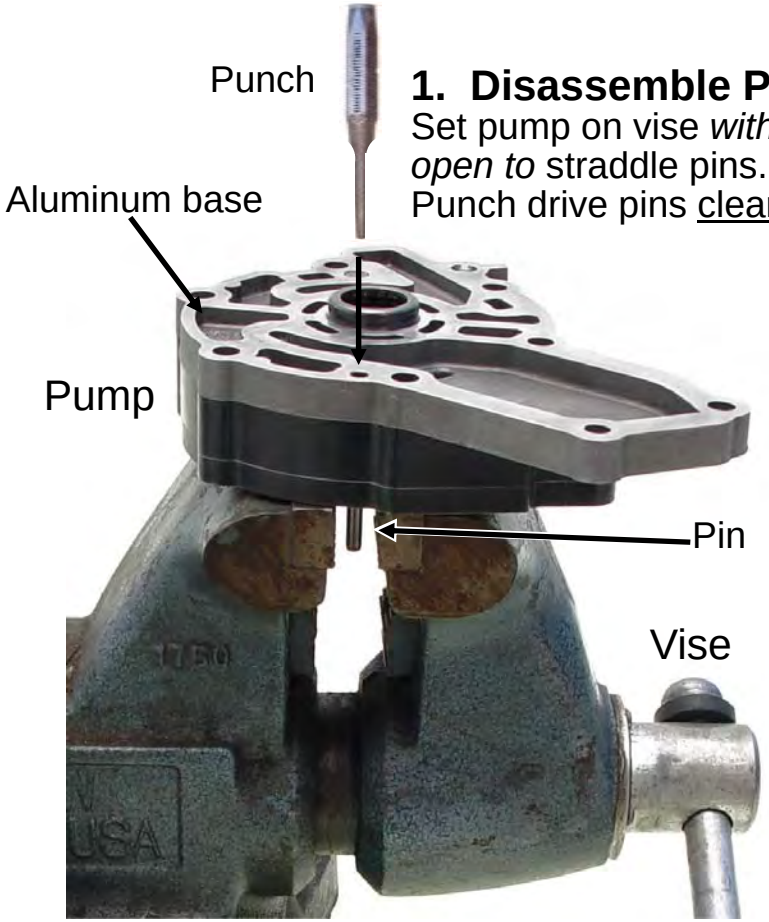
3. Insert **Reamer** and **Guide** into bore until **Snap Ring** touches casting. Turn **Reamer *SLOWLY*** ($^1/_4$ speed) with drill motor.

4. Install new **PR Valve**, **Spring Seat** and **ORANGE** spring. Reinstall the original bumper spring, boost valve and bushing.



OVER

TRANSGO®

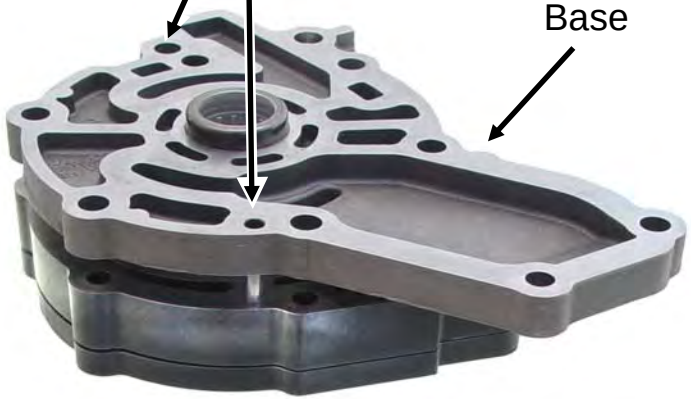


1. Disassemble Pump
Set pump on vise *with jaws open to* straddle pins.
Punch drive pins <u>clear out.</u>

LISTEN UP: The pump is very often **DAMAGED.** You **MUST** inspect it **INSIDE.** Here's how to: **LOOK** at it w/o **Damaging** it and be **buying a new one.**

7. Start base onto pins. **Evenly** and ***GENTLY*** tap with **PLASTIC** or **RUBBER** mallet.

<u>No Steel hammer-Please.</u>



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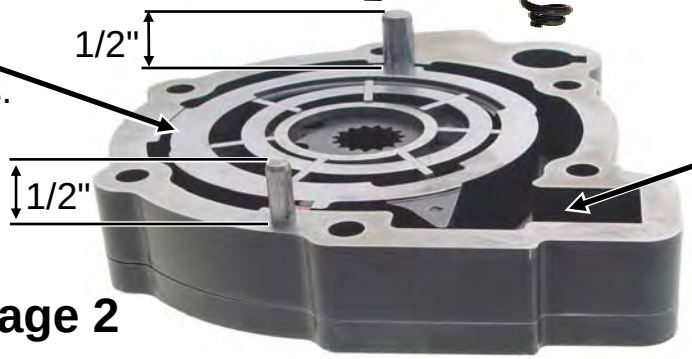
Pump Assembly

4. Start the pivot pin (large). Gently tap pin in, leaving about 1/2" sticking up.

6. Reinstall Relief Spring and Ball.

3. Install the pump slide and seals, rings, rotor and vanes.

2. Start smaller locating pin first. Gently tap pin in, leaving about 1/2" sticking up.



5. Install **PLAIN** Priming Spring

Original Spring Breaks Often