

5HP-19-PR

Prevents/Corrects/Reduces

Runaway Pressure, Harsh Shifts,
Kick-Down Bang, Drum Breakage.

Pressure Regulator Repair
No special tools required!

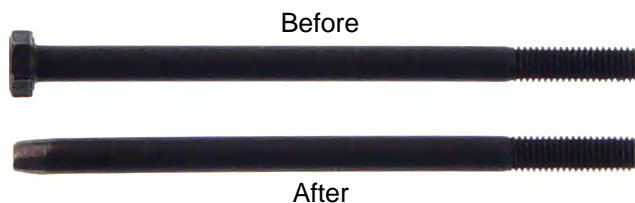


LOOK HERE:

You can do this "In The Car" if it's still working and just has rough or bang shifts! If it's already missing gears, then do the next 2 pages during your o-haul.

*Here's is how to remove the front lower body without removing the entire VB!
Makes it almost painless!*

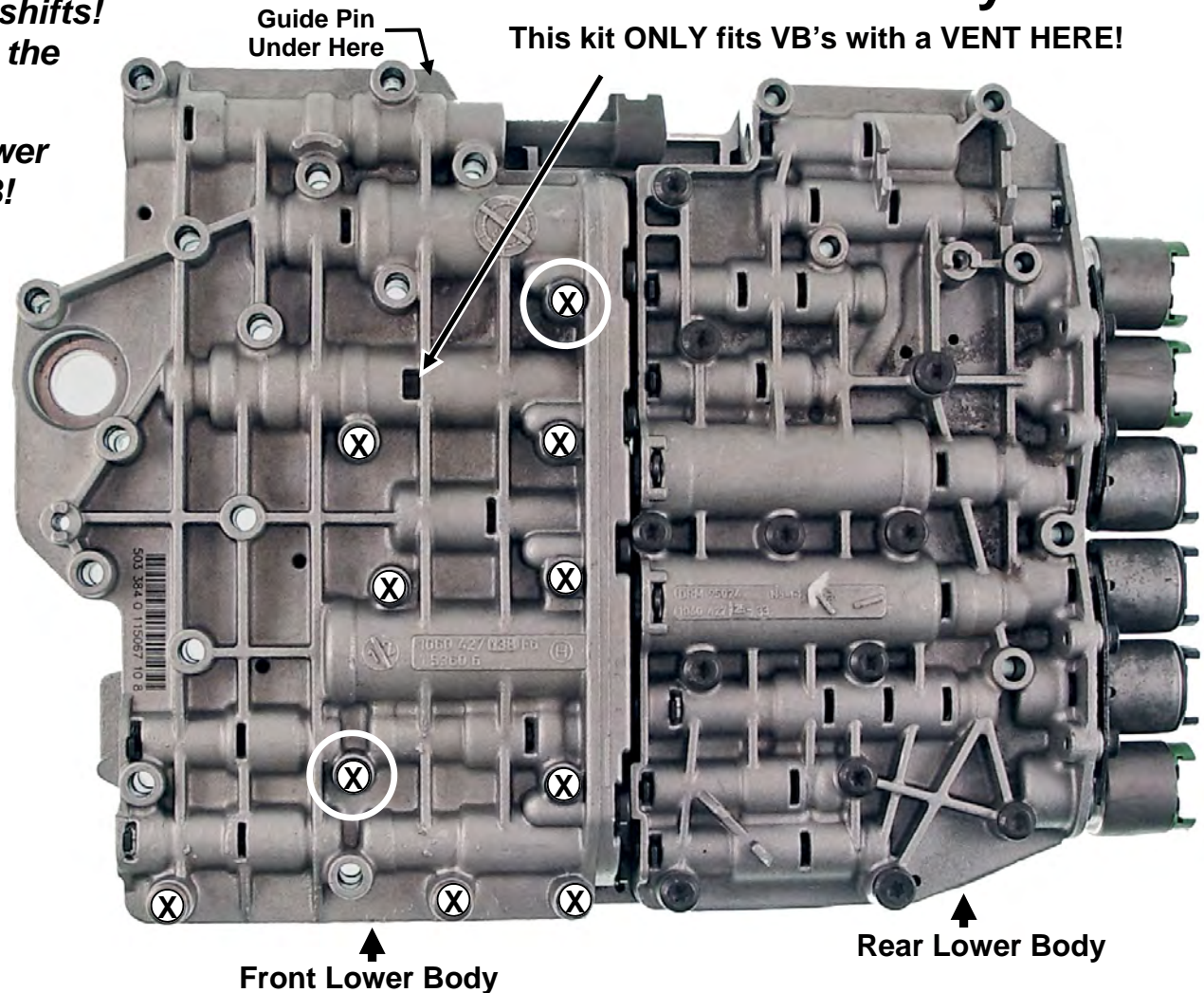
In The Car: We need to make a couple of 5mm guide pins. We have provided (2) Long 5mm x .8 threaded bolts. Grind off or cut off the heads. Chamfer the cut ends to finish the guide pins. Using the **New Guide Pins you've made**, remove the 2 circled "X" bolts first & install the guide pins. The guide pins will hold the hidden small upper body in place while you remove all of the bolts holding the **FRONT** lower body. This leaves the rest of the VB in the car **SAVING YOU TIME!** **DO NOT** remove guide pins until all other front body bolts are re-installed! **DO NOT** remove the **REAR** lower body bolts!



25 Jan 2013

I.D. The Valve Body First!

This kit **ONLY** fits VB's with a VENT HERE!



Words of advice...

Repairing the pressure regulator valve malfunction that causes the associated complaints is a relatively simple fix and does **NOT** require the complete disassembly of the valve body.

If you need to disassemble this type of VB, exercise a great deal of care when removing the separator plate from the upper channel plate as this is where all the small parts are located. Make note of where the small parts go because they ARE DIFFERENT FOR EACH MODEL!

At this time we do not have the necessary data to help you sort out a misassembled valve body. **Be Careful!** Ok, enough warning, now the easy part. Lets fix it.

Did you ID the VB FIRST? See front page.

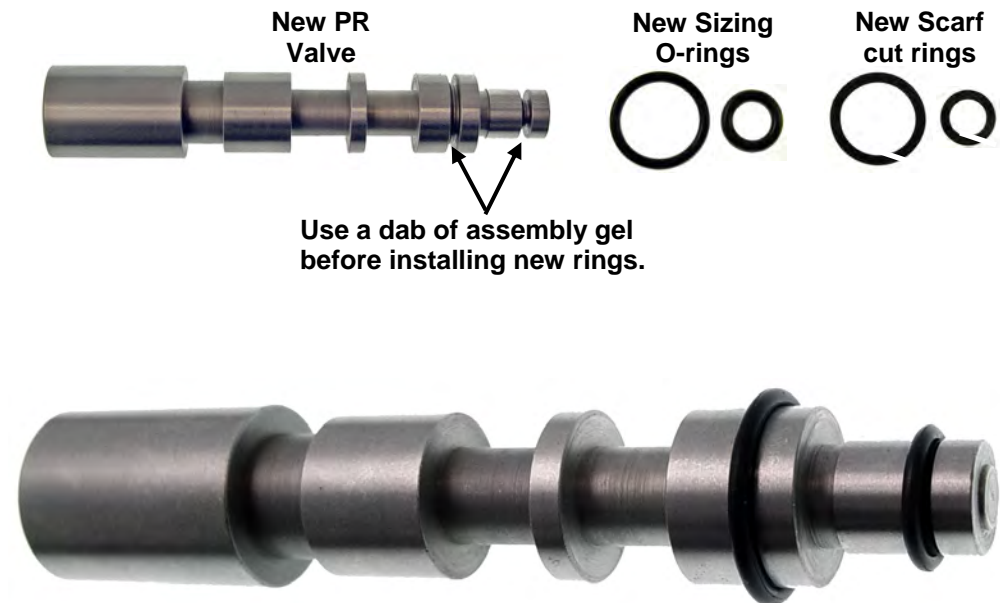
Step 1

Before starting any valve body work, install the 2 sealing rings on the new PR valve. This will allow **time** for them to “**size**” making the PR easier to install.

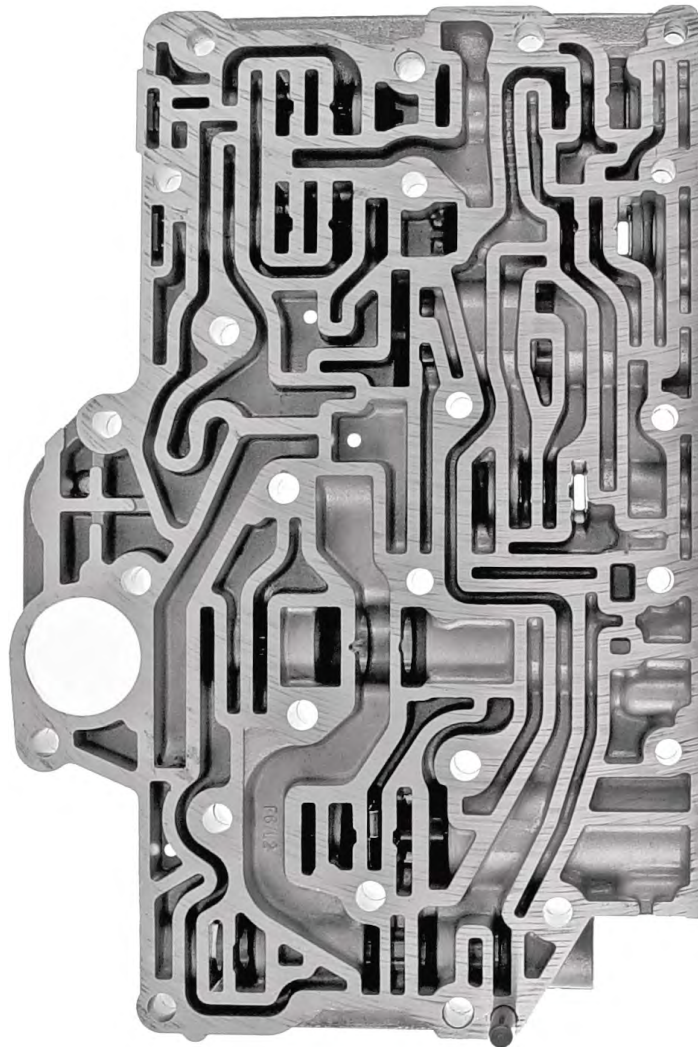
Clean new PR valve with brake clean and blow dry. Put a dab of assembly gel into the groove of the **large land**, then install the large ring. Use the large O-ring provided and roll it up onto the top of the ring to act as a sizing tool. Do the same to the small land using the small O-ring. If you have a **freezer**, put the valve in it while you prepare the VB. The rings **must** be below flush or the PR valve will NOT install!

Cold assembly gel, a cold valve and **sizing time** are the key!

Use patience & finesse, not a shotgun!

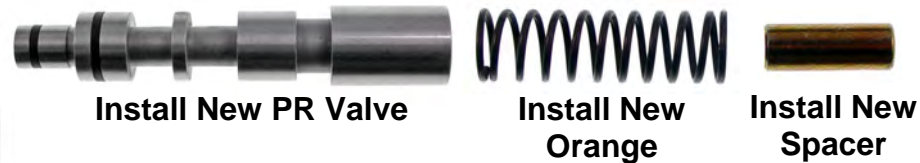


New PR with New Rings and Sizing O-rings installed.
Put it in the freezer until ready to insert it into VB.
Remove sizing O-rings just BEFORE installing Valve.




Warning: Pay attention to spring locations and valve positions are model specific.

Qty 9



Get a good grip on this cover when removing the bolts or it will go flying!



Step 1

With Lower Front body clean remove sizing O-rings off New PR Valve. Rings should be below flush all the way around. **Only** disturb them if you must. Gently insert PR valve into bore. It should slide in and bottom. If not, it's hung on one of the rings. **Don't force it!** Remove the valve and look for a ring edge sticking out or a gap in the scarf cut area. Should be no gap! Re-do **page 2 Step 1** again. Install **new Orange** spring and **new Spacer** after valve is installed. Re-Assemble VB. It's Fixed!

This is typical of the amount of small parts located under the separator plate. BE CAREFUL Disassembling!
DO NOT use this page as a guide!

Orifice Legend
 OD x Thick x Orifice
 275x113x038

