

# Honda-LK Patent Pending

Lube Correction Kit– Fixes up to 6 Transmissions

**Corrects/Prevents/Reduces:** Repeated Hot Trip Converter Blues. (Severe Converter Overheating)

**Greater Coverage! Now Fits More Models!**

**Fits The Following Model Transmissions Only:**

## **Acura:**

**CL V6 Only:** 97-03 M7ZA, BGFA, MGFA

**3.2TL & TL:** 99-09 B7VA, M7WA, B7WA, BDGA, BDHA

**MDX:** 01-09 MGHA, BGHA, MDKA, BDKA, BYFA

**RL:** 05-08 MJBA

## **Honda:**

**Accord V6 Only:** 98-09 B7XA, BAYA, MAYA, B97A

**Odyssey V6 Only:** 99-09 B7TA, B7YA, BYBA, BGRA,  
PGRA, P36A, B36A

**Pilot:** 03-09 BVGA, PVLA, PVGA, P35A, P34A

**Ridgeline:** 06-14 BJFA, MJFA, PSFA

## **Saturn:**

**Vue:** 04-08 MDRA, MDPA

Installing the correction parts and data along **WITH** a **New Genuine Honda** or **Acura Factory Internal Filter** and installing a minimum of a 4x11x3/4 plate type cooler and you'll be taking a huge step toward kicking this problem out the door for good. There are other reasons the converter can overheat (turn blue) but this one is **HIDDEN** well and will chew on you like a rabid badger.

**Model not listed AND your Converter is Blue? Call Us!**

Be near the trans with a caliper and have the car info & trans model at hand. Product Support at (626) 443-7451

**Installation starts on pages 2 or 3. Helpful data to keep you out of trouble is on pages 5 & 6.**



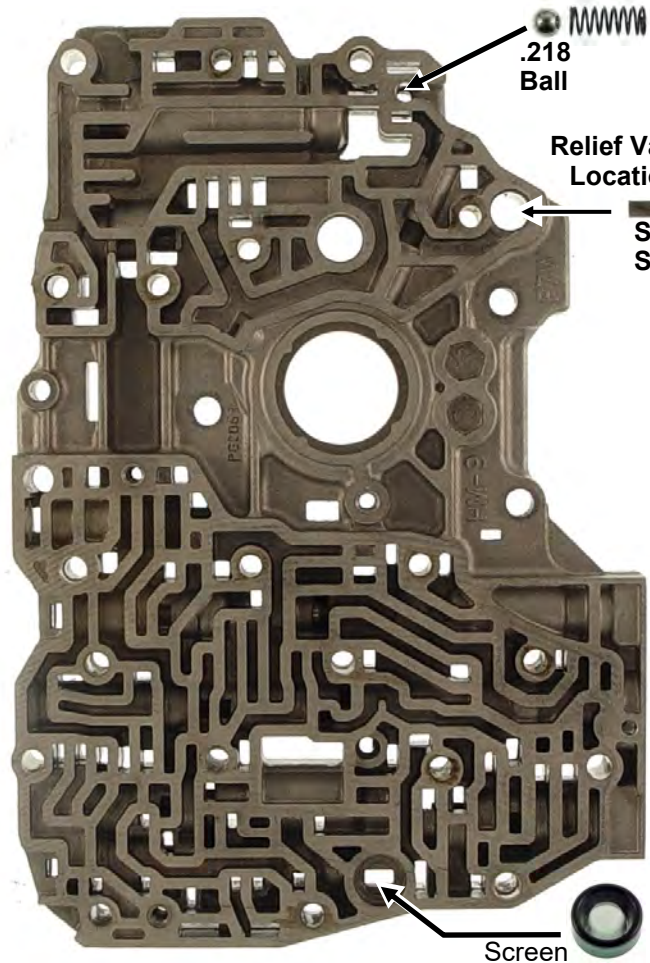
**A Good Story To Read:** A vehicle came to us after it had already suffered a completely blue converter. The shop during the repair installed this kit which fixes the converter charge pressure. On the road test we noticed they had bypassed the radiator and installed a non-plate type cooler. In 20 minutes of normal driving we found cooler flow to be **perfectly acceptable** but we could drive the temp up to 230 degrees fairly easily and **it would keep climbing!**

### **NOT GOOD!**

We re-hooked the radiator up alone and road tested. With just the original radiator cooler in use, it could re-attain 230 degrees with around town, moderate (busy soccer Mom) style driving **EVEN THOUGH** cooler flow was perfectly acceptable. We re-connected the aux cooler in series after the radiator and found the temp had dropped 15 degrees. If we drove the car lead foot style we could still run the temp up to 225 but if then drove normally it would slowly come back down to 210. We then replaced the aux cooler with a more efficient, small 4x11x3/4 **plate type** cooler and now found we had to work the car really hard to get the temp to 203.

Hmmm, time to yank the radiator and dissect the cooler in the radiator. Here's what we found. It was clean. Nothing to talk about. We installed a new OE radiator without the aux cooler anyway and road tested. The expense was worth 10 degrees over the original 190000 mile radiator. Lesson learned? A 10 minute road-test didn't show this problem and this vehicle **Required** a minimum of a 4x11x3/4 Plate Type cooler in series **AFTER** the oil leaves the Radiator to survive this busy Soccer Mom. Note: A 7 1/4x11x3/4 will provide more capacity for towing or a heavily loaded vacation trip. Test Vehicle: 2002 Odyssey 3.5L BYBA 190,000 miles.

**For Type One Main Bodies  
Use this page!**

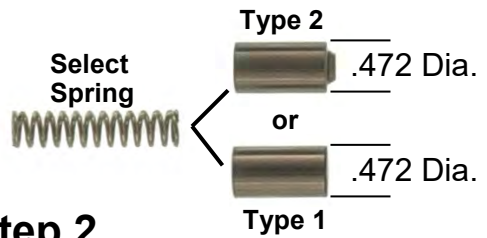


Cooler Relief Location (Most Models)  
.218 Ball

Relief Valve Location

Select Spacer

Screen



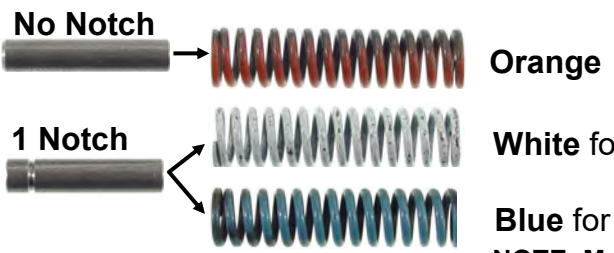
**Step 2**

**Select no-notch spacer first!** Put a small dab of assembly gel on one end of the spacer and insert it into the hollow end of the valve to hold it in place. Push the spacer and valve into main body till it bottoms. With wire gauge provided, check port opening.



If you can **easily** insert Wire gauge into port opening, use the **no-notch** spacer and **Orange** Spring with all converter sizes.

If it doesn't fit into port **easily** use the **one notch** spacer and measure the converter "bowl" size. **See page 6.** Use either Blue or White spring. **DO NOT USE the WRONG SPACER or SPRING COMBINATION!** Call us if you're unsure.



Orange

White for converters 11 1/8 inches and smaller.

Blue for converters 11 1/4 inches and larger.

**NOTE: Measure the diameter of the "Bowl" not the bolt circle or ring gear! See page 6!**

**Step 1**

Assemble onto the case, the main separator plate & main VB before selecting spacer and spring. Diameter of valve must be approx. .472 on either Type 1 or Type 2 valve.

**.060 Wire Gauge Fits!**

**Side Ports open approx .060- .100 CORRECT!  
Don't force Wire Gauge into the opening!**

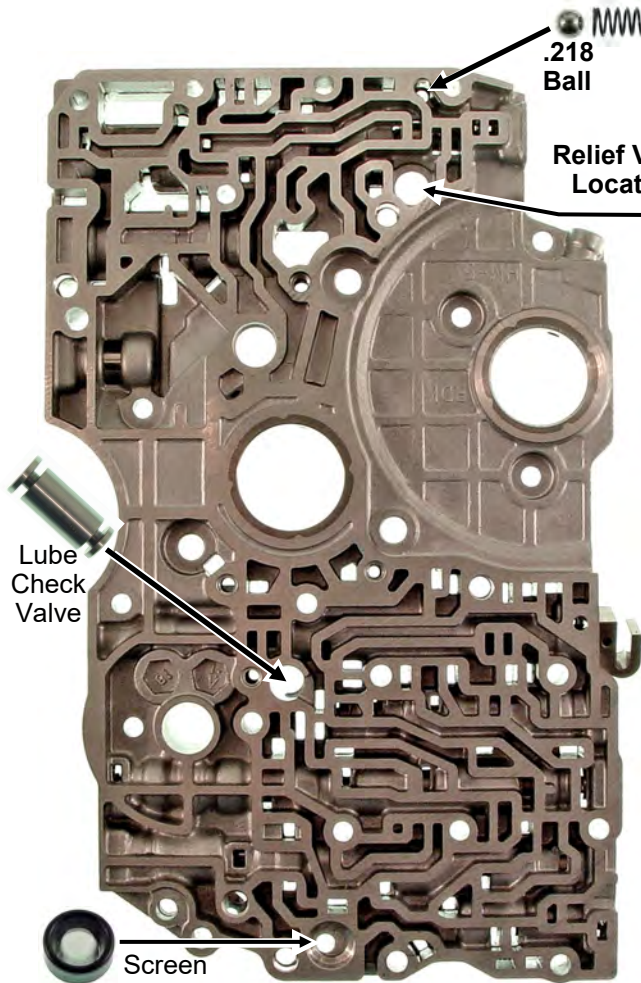


**Check for damage or ridge in bore.  
Valve must NEVER stick open!**

**Side Ports open approx .045 Not enough!  
Use shorter spacer and re-check.**



**For Type Two Main Bodies  
Use this page!**



Cooler Relief Location  
(Most Models)

.218  
Ball

Relief Valve  
Location

Select  
Spacer

Lube  
Check  
Valve

Screen

No Notch



Orange

1 Notch



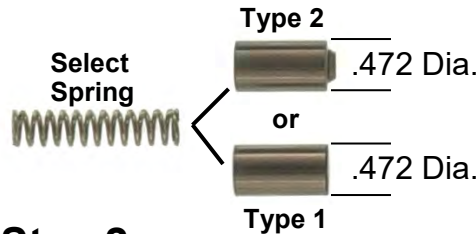
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**NOTE: Measure the diameter of the "Bowl" not the bolt circle or ring gear! See page**

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.060 Wire Gauge

If you can **easily** insert Wire gauge into port opening, use the **no-notch** spacer and **Orange** Spring with all converter sizes.

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**Check for damage or ridge in bore.  
Valve must NEVER stick open!**

Side Ports open approx .045 Not enough!  
Use shorter spacer and re-check.



## Type 1 Main Regulator Body & Plate

### Step 1

IF your plate has this hole, and it is smaller than .156, enlarge it with a .156 drill.

De-burr both sides after drilling plate!

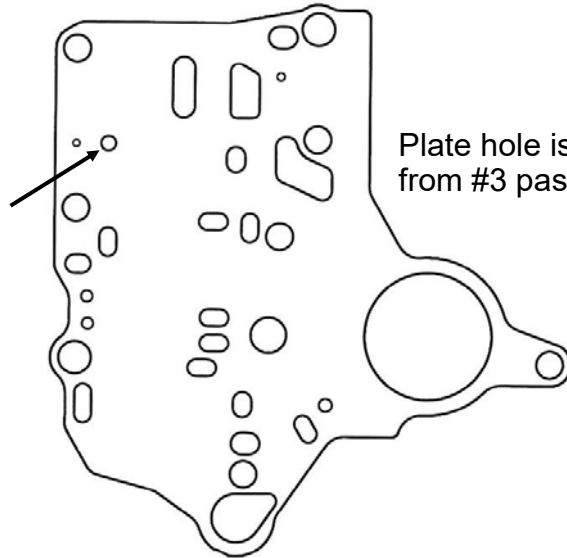
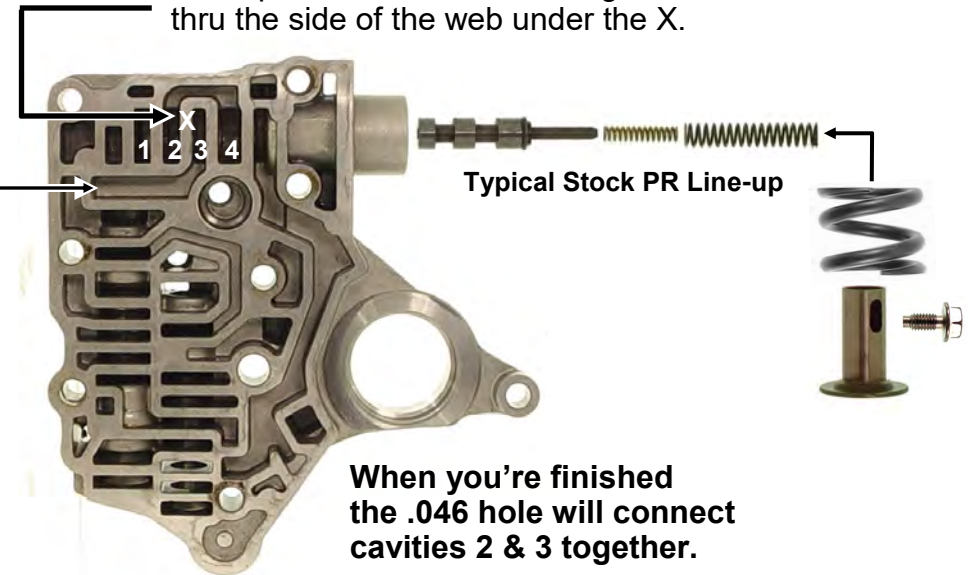


Plate hole is fed from #3 passage.

**Step 2** With a sharp pick, make a dink in the side of this wall to keep the drill bit from walking and drill a .046 hole thru the side of the web under the X.



Typical Stock PR Line-up

When you're finished the .046 hole will connect cavities 2 & 3 together.

## Type 2 Main Regulator Body & Plate

### Step 1

IF your plate has this hole, and it is smaller than .156, enlarge it with a .156 drill.

De-burr both sides after drilling plate!

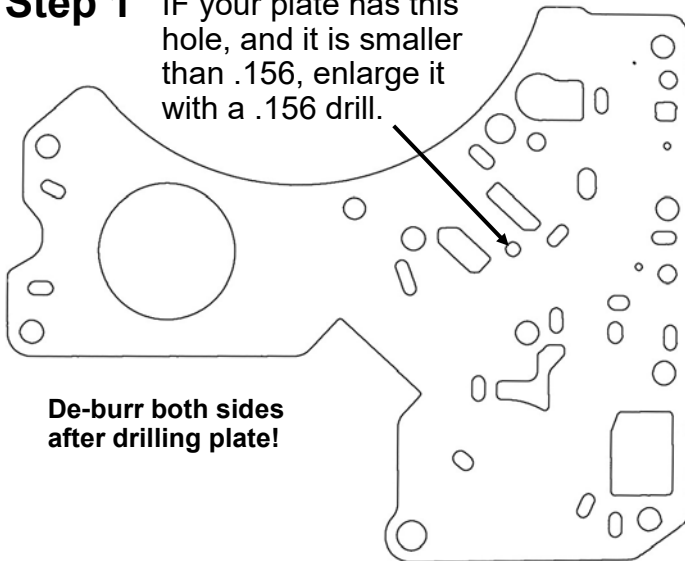
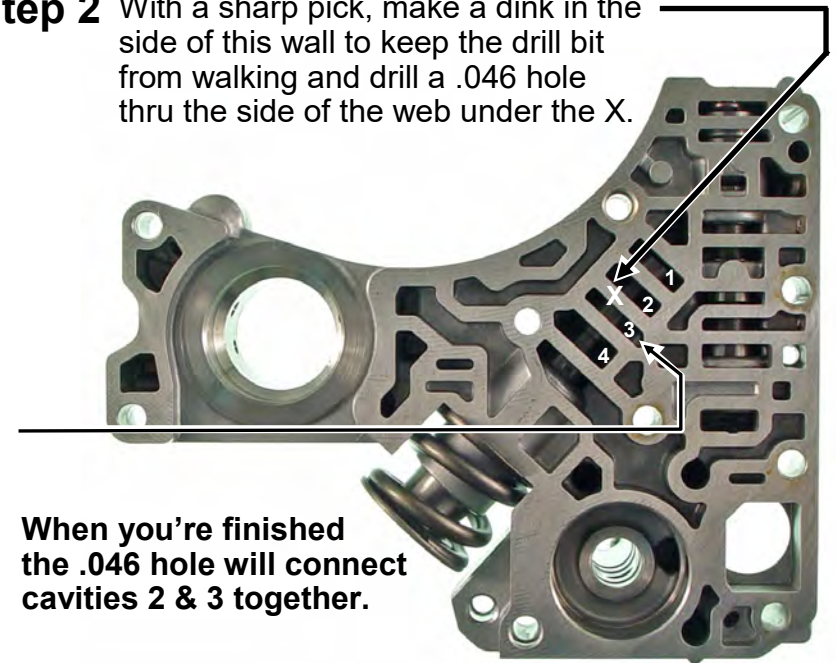


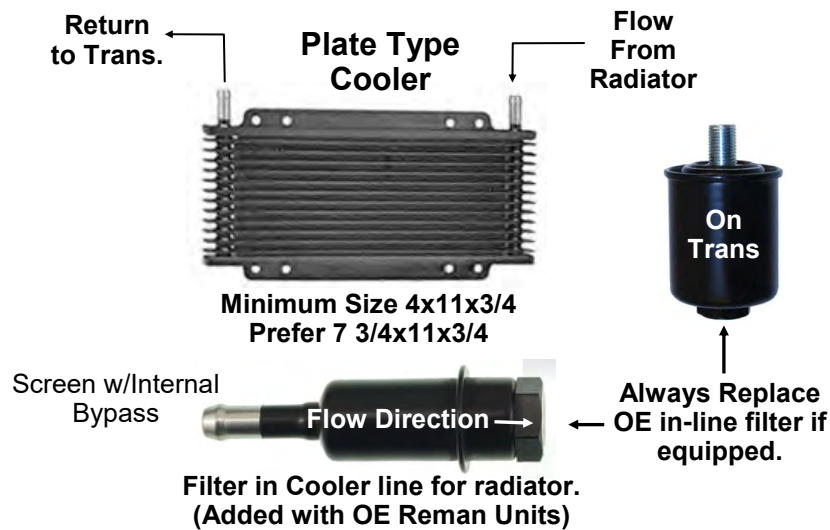
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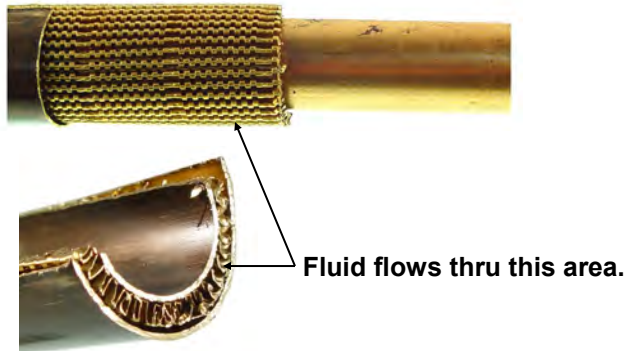


When you're finished the .046 hole will connect cavities 2 & 3 together.

# Things To Focus Your Attention On:



2002 Odyssey Internal Radiator Cooler Cutaway.



This trans is just going to love the care you've given it. Keep up the great work!



**Cooling System Issues:** If the trans is equipped with a heat exchanger (cooler) that mounts on the transmission make **SURE** the heat exchange has water circulating thru it by checking it with a Infrared temperature gun and comparing it to the engine block temp.

When the job is finished especially if you bypass the radiator cooler, make sure its safe to release to the customer. Monitor trans temp on scan tool while driving. No data stream? Stop and use an infrared temp gun and shoot the bottom of the trans often during the road test. It will take a bit to get the temp to 185 degrees but that's when your REAL road test begins. Drive it aggressively but no need to pound on it. 8-10 Hard throttle 1-2 shifts, check the temp, then drive normally & check the temp again. Trans should cool back down. The better the cooling the quicker the return to normal temps. Do not exceed 235 degrees. Stop and go is about 189-203 degrees. Highway cruise temp is about 185 degrees.

**Cooler Line Bolts:** If they are different lengths! The wrong length bolt in wrong cooler line fitting can be a disaster!

**1st Clutch Sprag:** If your trans uses a one-way sprag on the 1st clutch AND the vehicle has over 60K miles always **replace** the one-way **sprag element or assembly**. Neutral at a stop in OD, (engages ok in M1) or a 3-1 kick-down run-away is the result of a failed sprag. Do it while the trans is apart, because it's a long way to go back in.

**Input shaft:** The sealing rings and mating surfaces are crucial to L/up function. Look for damage that can cause leaks/cross-leaks in the input shaft sealing ring area. Make sure the o-ring on the end of the stator shaft fits well into the body.

**Converter:** There is a green colored o-ring for the converter hub. Use it.

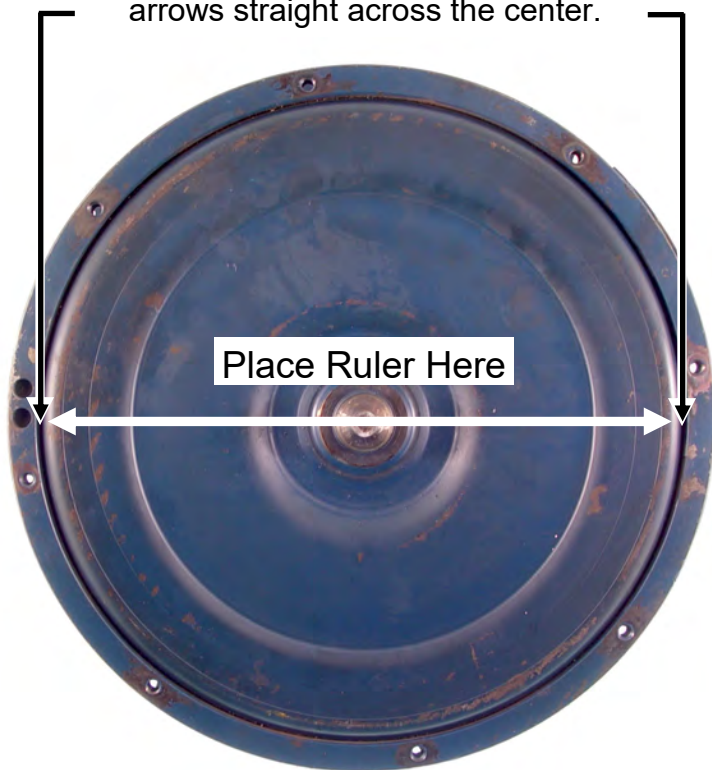
**TCC Solenoids:** Would you ask your 85 year old grandmother to get out and push the car for the next 80 thousand miles? Neither would I. Always replace them after a failure!

**Final Note:** Don't even try to do this job cheap. They don't put \$1500 tranny's in a \$30,000 vehicle. Charge what you need to do it right the first time and you'll avoid many of the issues "cheap" work causes. One come-back will blow the profits on the next 2-3 trans you build.

# Checking Converter Size

When using the "1 Notch Spacer" !

Converter "Bowl" Diameter  
Is measured from between the 2  
arrows straight across the center.



Use **White** spring for converters **11 1/8 inches and SMALLER.**

**OR**

Use **Blue** Spring for converters **11 1/4 inches and LARGER.**

**Orange Spring is designed for NO-NOTCH SPACER ONLY!**  
DO NOT USE ORANGE SPRING IN PLACE OF WHITE OR  
BLUE SPRING. While some systems are a little flexible, others  
are not. It's why this product has evolved over time as more  
Models were added.

## New Product Available Soon: Fits common 4 cylinder type models.

**Honda-LK2**  
Patent Pending

Lube Correction Kit  
For most 4 cyl units  
Fixes up to 6 Transmissions

### Corrects/Prevents/Reduces:

Repeated Hot Trip Converter Blues.  
(Severe Converter Overheating)

### Fits The Following Model Transmissions Only:

#### Acura:

**CL 4Cyl:** 97-99 A6VA, B6VA  
**RSX 4Cyl:** 02-07 MRMA  
**TSX 4Cyl:** 04-09 MCTA, MM7A

#### Honda:

**Accord V6:** 95-97 MPZA  
**Accord 4 Cyl:** 94-12 MPOA, AOYA, BOYA, BAXA, MAXA,  
MCLA, BCLA, M91A, B90A.  
**Odyssey 4 Cyl:** 95-98 MPJA, MDWA  
**CRV:** 97-11 M4TA, MDLA, MDMA, MRVA, MCVA,  
MKZA, MKYA, GPPA, GPLA, MZHA, MZJA,  
BZHA, BZJA.  
**CIVIC:** 96-15 A4RA, B4RA, B46A, M4RA, BDRA,  
S4RA, BMXA, SLXA, SPCA.  
**Element:** 03-11 BZNA, BZKA, MZKA, MNZA  
97-01 M6HA