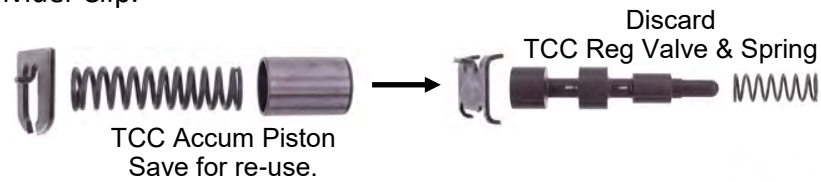


RFE-TCCREG-OS

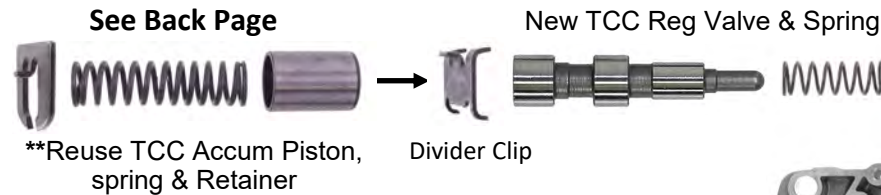
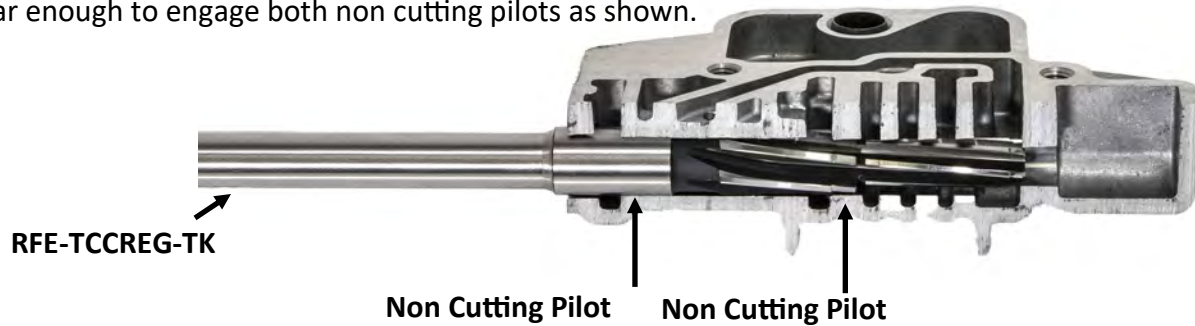
Oversize Valve Repairs worn TCC Regulator bore just below the TCC Accumulator piston & divider Clip.

The Tool Kit required to install is:
RFE-TCCREG-TK



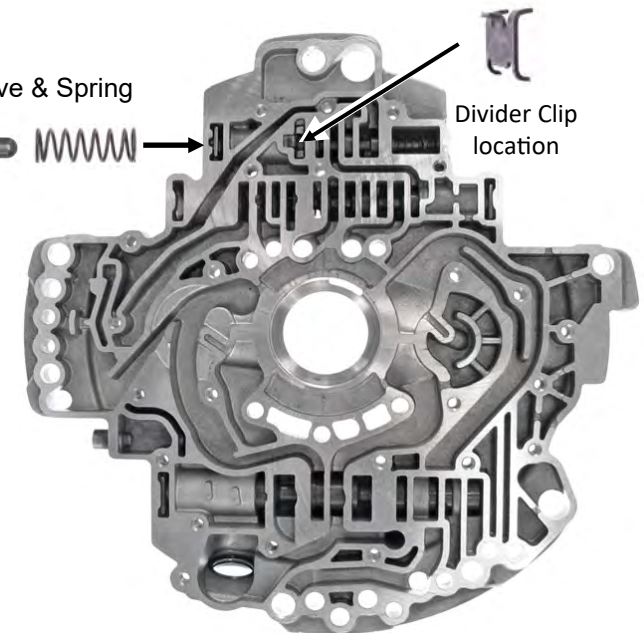
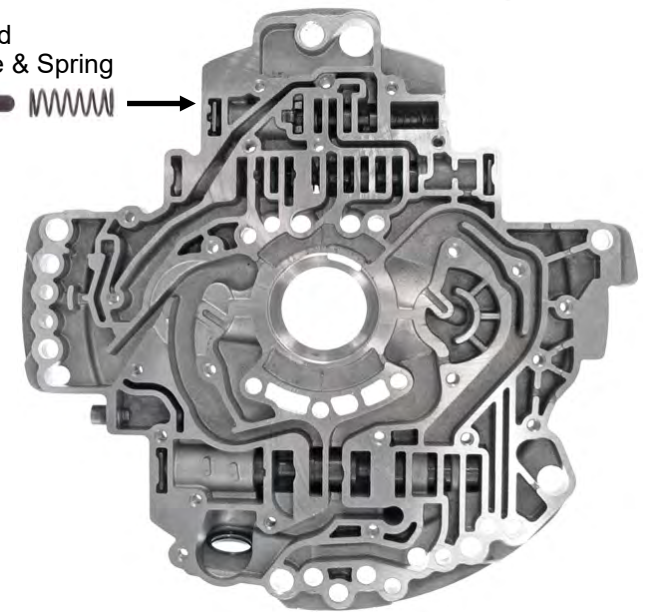
Step 1. Remove and discard inner TCC Reg Valve and spring.

Step 2. Insert reamer into bore without spinning it, far enough to engage both non cutting pilots as shown.



Step 3. Use lots of WD-40 and **low speed** on your favorite portable drill, let the reamer do the cutting until it bottoms in the bore. Don't force the reamer, bore finish & Reamer life require a slow inward movement and lots of WD 40.

Step 4. After reaming, clean the bore and the new TCC REG Valve furnished in this kit. Test fit to make sure the valve is free in the bore. Lube & install the New TCC REG Valve and New spring. Install original divider clip, TCC Accum piston, spring & retainer.
****See additional information on back for TCC Accum piston bore wear causing TCC slip code before assembling the TCC Accum Piston and Spring. Common in trans's over 100,000 miles.**



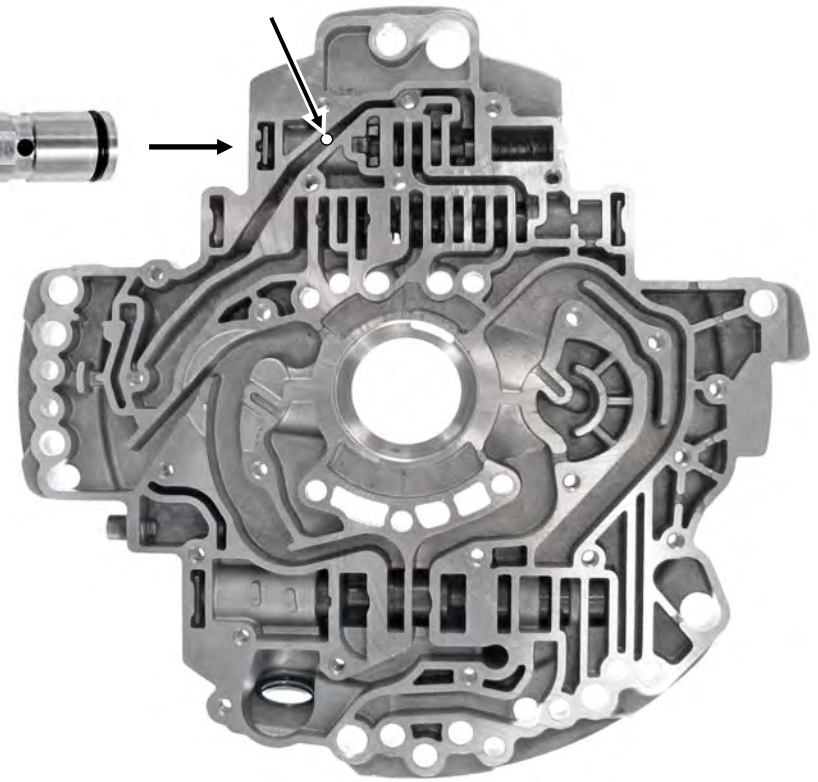
New Product Available!

#RFE-TCC-ACCUM

Fixes the leak in TCC Accumulator Bore that can set TCC slip codes or cause an engine flare during shifts when TCC is ramped back to slide the TC clutch during the gear change. Installs in a factory bore size with **no special tools required**. Added value, includes TCC Max Pressure Limit function!



Added hole from RFE-5B-HP or RFE-7B-HP Tuneless Kits.



RFE-TCC-ACCUM

This kit is a repair for a worn TCC Accumulator bore but it also is a TCC Max Pressure Limit system that's needed if you are turning line pressure up on an RFE. It will prevent overcharging the torque converter while in lockup. It works with either a stock transmission or HP applications. It can also be used if the stator has been modified with a hole from one of our New RFE Tuneless kits. (See upper right.)

About the bore wear:

Excessive wear in this location, though common, is often overlooked during repair due to the specific area needed to be checked. During lockup, the action of the accumulator valve/piston is most active about mid-stroke as it compresses the spring. This activity area is exactly where you need the valve/piston when doing a Vac test at the retainer location. You may also see/feel it wiggle in the bore if you take an old valve/piston and epoxy a 2" long bolt into the hollow end of the piston to use it as a bore checking tool.

Summary:

Nothing worse than fresh out the door and it's back with a TCC slip code or a complaint of a 3-5 Cut-loose as the converter may not hold when the apply is ramped back for "partial apply" during shifts.

This drop in solution eliminates the need to replace the pump. It's a simple fix for a common problem! **Saves \$\$\$\$!**

