

Overrun Clutch Piston Installer

(Outer Seal)

No illustration

Part No. 4L30E.TOOL

Overdrive Clutch Piston Installer

(171.45mm Dia)

No illustration

Part No. 4L30E.TOOL01

Universal End Clearance Gauge



Part No. TOOL.05

Oil Pump Remover & End Play Checking Fixture



Part No. 4L30E.TOOL02

Overrun Clutch Piston Installer

(Inner Seal)

No illustration

Part No. 4L30E.TOOL03

Second Clutch Piston Seal Installer/Protector



Part No. 4L30E.TOOL04

Overdrive Inner Lip Seal Installer

No illustration

Part No. 4L30E.TOOL05

Valve Body Parts Stripping Tray



Part No. TOOL.03



AUTOMATIC CHOICE



THE AUTOMATIC TRANSMISSION PARTS WAREHOUSE

Hydraulic Transmission Tester



Test the transmission with fluid under pressure, the Hydraulic Tester simulates operating conditions in the unit and finds problems instantly. The Hydraulic Tester finds hidden defects in soft parts or can alert you to hard parts that have grown out of tolerance. A simple hook up to a unit test plate and the reading of a single gauge allows you to test a transmission in or out of the vehicle

Part No. TOOL.139

Unit Test Plate for 4L30E

Part No. 4L30E.TOOL06

GM Snap Ring Removal Tool



Part No. TOOL.26

Universal Oil Seal Removal Tool

Use with slide hammer



Part No. TOOL.41

SF-99 Servo Bore Repair System

Master Kit, For use with General Motors THM 180, THM 180 C, and 4L30E type transmissions

Release oil for the rear servo in THM 180 and it's four speed successor, the 4L30E, also happens to be apply oil for the third clutch. Normally, the tight fit of the pin in it's bore seals the oil, allowing the transmission to use the servo's release as an accumulator. The problem is that as the servo applies and releases, the pin wears the case. This wear in the case creates a gap through which third clutch oil leaks, causing a lack of apply pressure to the clutch and release pressure on the servo. With this loss of pressure, the transmission's service life, even after a rebuild, is seriously shortened.

The 4L30E kit contains tooling necessary to repair the rear servo pin bore.

Part No. TOOL.114

SF-99 Servo Bore Repair System

Sub Kit, For use with General Motors THM 180, THM 180 C, and 4L30E type transmissions

This Sub Kit can be used with any SF-99 Servo Bore Repair System Master kit, enabling it to be used to repair the above transmissions

Part No. TOOL.115



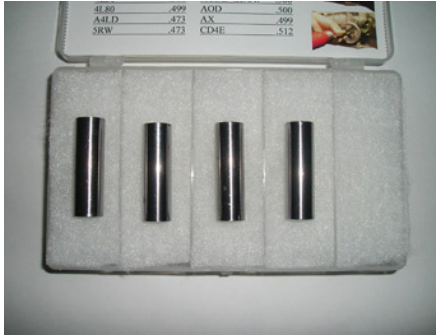
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SF-99 Servo Bore Repair System

Gauge Pins For accurately re sizing bushings after installation



In order to get the best possible seal from the bushings we use, we machine them as close to the size of the pins as possible. However, in order for the bushing to seal and stay in place, it is necessary for the bushing to crush during installation. This "crush" effectively shrinks the bushing's inner diameter. These pins allow you to quickly and easily re-size the bushing to it's correct (something old servo pins don't always do) inner dimension.

The Gauge Pin kit contains tooling necessary to re-size every bushing in every kit we make. The pins are precision machined hardened steel, and they come in a plastic utility box.

Note: The Gauge Pin kit is only necessary if you purchased your tooling before 2005. In 2005, we started including each pin with it's respective kit.

Part No. TOOL.118

**SF-99 Servo Bore Repair System
Reamer Cleaning Stone**



Aluminum does not dull tool steel. Period. What happens instead is that the reamer collects aluminum on it's cutting edges. This phenomenon is not limited to our products. Check any cutting tool in your shop. These "build ups" of aluminum effectively become the new cutting edges. These build ups obviously do not cut as well as the tool steel and are also larger than the original diameter of the reamer. Translation- a larger bore that was a lot harder to cut. To combat these build ups, we offer a stone which fits between the flutes of the reamer and cleans the cutting edges up quite nicely.

Note: While aluminum will not dull tool steel, bear in mind that cases typically cast from recycled aluminum, which can contain steel.

Part No. TOOL.119

Transmission Filling Tool



It is becoming far less common for transmissions to be provided with filler tubes and dipsticks, most recent units have to be filled via a filler / level bung in the sump pan. Finding methods to force fluid into the transmission in this way can be messy and time consuming, this tool has been specifically designed to make the job easier and cleaner. The tool consists of a 10 litre fluid pump and a set of 10 adaptors, the pump and adaptors are also available separately, so if you need to extend the usefulness of the tool by adding extra pumps or adaptors this can easily be done.

Part No. TOOL.201

Accessories for Transmission Filling Tool



Adaptors:

Audi/VW	01M Etc.	Part No. TOOL.205
Audi/VW	DSG (02E)	Part No. TOOL.206
Audi/VW	01J (Multitronic)	Part No. TOOL.207
BMW	CVT	Part No. TOOL.208
Ford/Jaguar	5R55N/W	Part No. TOOL.209
Mercedes	722.9	Part No. TOOL.210
Opel/Vauxhall	4L30E	Part No. TOOL.211
Opel/Vauxhall/Volvo	AW 6 Speed	Part No. TOOL.212
Renault	DP0	Part No. TOOL.213
Renault	DP0-2	Part No. TOOL.214

Pumps:

Pump Assembly 5ltr	Part No. TOOL.202
Pump Assembly 10ltr	Part No. TOOL.203



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THE AUTOMATIC TRANSMISSION PARTS WAREHOUSE