

**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*

**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*

**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.          |
| Audi/VW             | DSG (02E)         |
| Audi/VW             | 01J (Multitronic) |
| BMW                 | CVT               |
| Ford/Jaguar         | 5R55N/W           |
| Mercedes            | 722.9             |
| Opel/Vauxhall       | 4L30E             |
| Opel/Vauxhall/Volvo | AW 6 Speed        |
| Renault             | DP0               |
| Renault             | DP0-2             |

*Part No. TOOL.205*

*Part No. TOOL.206*

*Part No. TOOL.207*

*Part No. TOOL.208*

*Part No. TOOL.209*

*Part No. TOOL.210*

*Part No. TOOL.211*

*Part No. TOOL.212*

*Part No. TOOL.213*

*Part No. TOOL.214*

**Pumps:**

Pump Assembly 5ltr  
Pump Assembly 10ltr

*Part No. TOOL.202*

*Part No. TOOL.203*