

Universal End Clearance Gauge



Part No. TOOL.05

Oil Pump Remover & End Play Checking Fixture



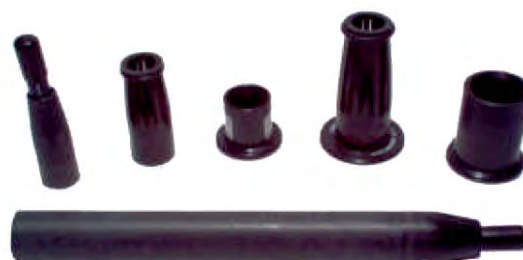
Part No. 4L30E.TOOL02

Band Apply Pin Checking Tool



Part No. TOOL.39

Turbine Shaft Sealing Ring Installer/Resizer Kit



Part No. 4L80E.TOOL02

Forward Clutch Piston Seal Protector & Installer Kit



Part No. 4L80E.TOOL03

Fourth Clutch Piston Seal Protector & Installer Kit



Part No. 4L80E.TOOL04

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 4L60E

Part No. 4L80E.TOOL05

Valve Body Parts Stripping Tray



Part No. TOOL.03

GM Snap Ring Removal Tool



Part No. TOOL.26

GM Pump Alignment Band



Part No. TOOL.29

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 375, 400, 425, and 4L80E type transmissions

Release oil for the rear servo in THM 400 and it's four speed successor, the 4L80E, also happens to be apply oil for the second 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 the intermediate 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 4L80 kit contains tooling necessary to repair the rear servo pin bore

Part No. TOOL.116

SF-99 Servo Bore Repair System

Sub Kit, For use with General Motors THM 375, 400, 425, and 4L80E 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.117



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