

Pump Seal Installer



Part No. A4LD.TOOL02

Extension Seal Installer



Part No. A4LD.TOOL05

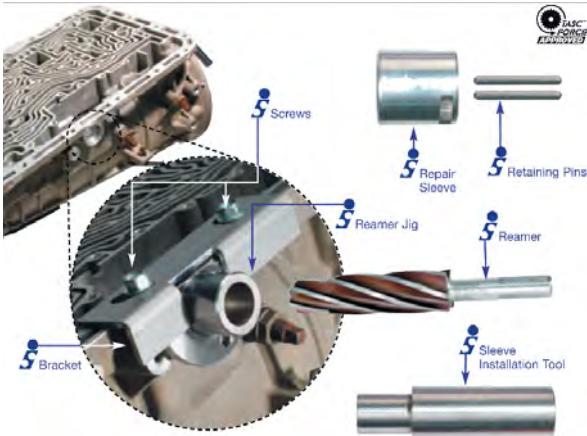
Low Sprag Race Tool Use with A4LD.TOOL07



Part No. A4LD.TOOL06

Late Model Drill Jig For Use with A4LD.TOOL06

Part No. A4LD.TOOL07



Manual Shift Lever Re-sleeve Toolkit

In vehicles with A4LD, 4R44/55E, 5R44E/55E, AOD & E and 4R70W units, it is common for fluid to leak around the manual shaft due to a worn case bore and excessive movement of the manual shaft. We offer the Sonnax repair sleeve A4LD.SL01 to restore the manual shaft case bore and salvage the case. The case bore is reamed oversized with this Sonnax tool kit.

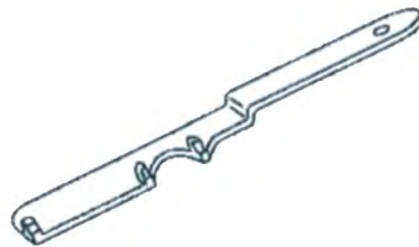
Part No. A4LD.TOOL08

Forward Clutch Outer Piston Seal Installer/Protector



Part No. A4LD.TOOL09

Transmission Range Sensor Setting Tool



Part No. A4LDE.TOOL01

Universal End Clearance Gauge



Part No. TOOL.05

Universal Pump Removal Tool



Quickly removes conventional style pumps without damage

Part No. TOOL.31

Cooler Line Quick Disconnect Tool



Removes push lock connectors on radiator & transmissions found on Fords 1983 up.

Part No. TOOL.33

Pump Alignment Tool



Part No. TOOL.37

Universal Oil Seal Removal Tool

Use with slide hammer



Part No. TOOL.41

SF-99 Servo Bore Repair System

Master Kit, Ford C3, A4LD, 4R44E, 4R55E, and 5R55E type transmissions



Apply oil for both the overdrive and intermediate servos in Ford's A4LD and it's electronic four and five speed successors, the 4R44E, 4R55E, and 5R55E, is routed through the hollow servo pins. This requires the pin to seal in the case. From the factory, this system works fine, but as the transmission ages and the servos go through many apply and release cycles, the case wears, creating a leak. This wear is compounded on the 5R55E, as it uses the overdrive servo for Second gear as well as Fifth. Not only does this wear leak apply, but it also allows release oil to escape, causing delayed engagements and dragging bands.

The A4LD kit contains tooling necessary to repair both the Overdrive and Intermediate servo pin bores.

Part No. TOOL.112



SF-99 Servo Bore Repair System Sub Kit, Ford C3, A4LD, 4R44E, 4R55E, and 5R55E 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.113



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