

TRANS GO[®]

LOCK UP KIT[™]

200C

PREVENTS and CORRECTS the following HOT TRANSMISSION complaints.

- CHUGS ENGINE WHEN STOPPING.
- STAYS LOCKED ON HEAVY THROTTLE.
- LOCKUP RIGHT ON TOP OF 2-3 SHIFT.
- STAYS LOCKED ON LIGHT THROTTLE.

SELF CLEANING VALVES REDUCE THESE COMPLAINTS, DUE TO STICKING VALVES:

- LOCKED UP ALL THE TIME.
- NO LOCKUP AT ANY TIME.

FIXES: LOST LOCKUP CONTROL

Almost all of these transmission will have a lockup malfunction after 1 to 2 years of service. Even brand new, many of them will have these problems if you really get them warm. (JULY & AUGUST).

A Brand New pump and cover will usually correct the problem temporarily. (That means till July or August). Our work with "IN WARRANTY" cars has shown that the installation of this kit is more effective and longer lasting than installing a new pump and pump cover.

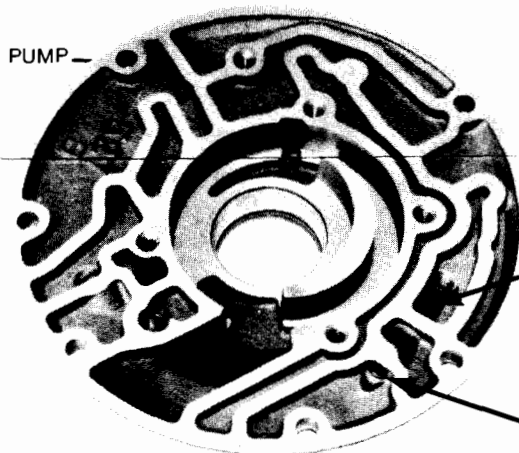
THE ACTUAL MECHANICAL CAUSE OF THE MALFUNCTION IS: Cross leaks between the pump and pump cover allow more oil to enter the Actuator valve circuit than the solenoid can exhaust. Also crossleaks in the case plus the crossleaks in the pump allow pressure in this circuit when there is not supposed to be ANY. Eliminating the crossleaks is hardly possible. Installing this kit allows proper lockup function even with the crossleaks that are more than NORMAL.

Sincerely,
Gil Younger,

HAVE A NICE DAY!

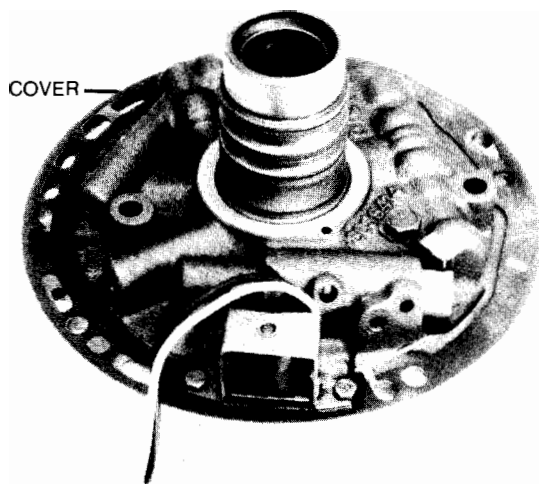


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ADVICE: Do not remove the thimble filter to replace it or clean it. Just blow at it good with your air gun. It is very unlikely that it would be clogged enough to keep it from flowing enough oil thru the .033 orifice in the cup plug.

ADVICE: Do not attempt to remove the orificed cup plug unless you are sure the thimble filter has to be replaced. The orifice in this plug is .030-.035—If you have enlarged the hole, you will have all time lockup.



PARTS FURNISHED IN LOCKUP KIT[™]
REPLACE O.E.M. PART NOS.:

NO. 8630784



ACTUATOR
VALVE

NO. 8633877

NO. 8630537



LOCKUP VALVE



SPRING



BUSHING