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PASSAGE ID / AIR CHECK

INTRODUCTION

This manual covers passage identification for the purpose of air checking the bands and clutches of many domestic and foreign transmissions and transaxles. Not all passages are easily checked with out the assistance of a test plate but the passages are identified for informational purposes.

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AIR CHECK BOOK

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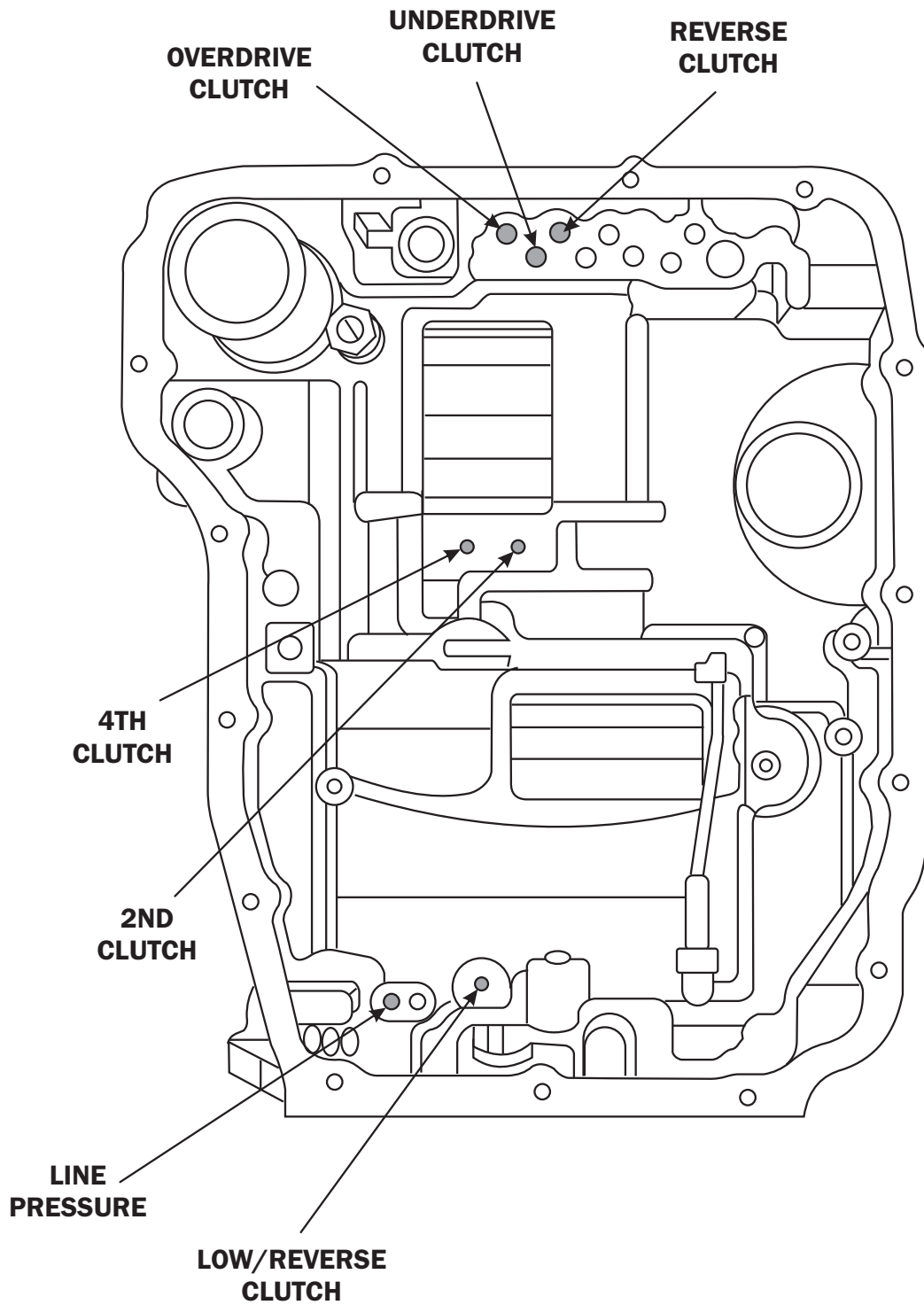
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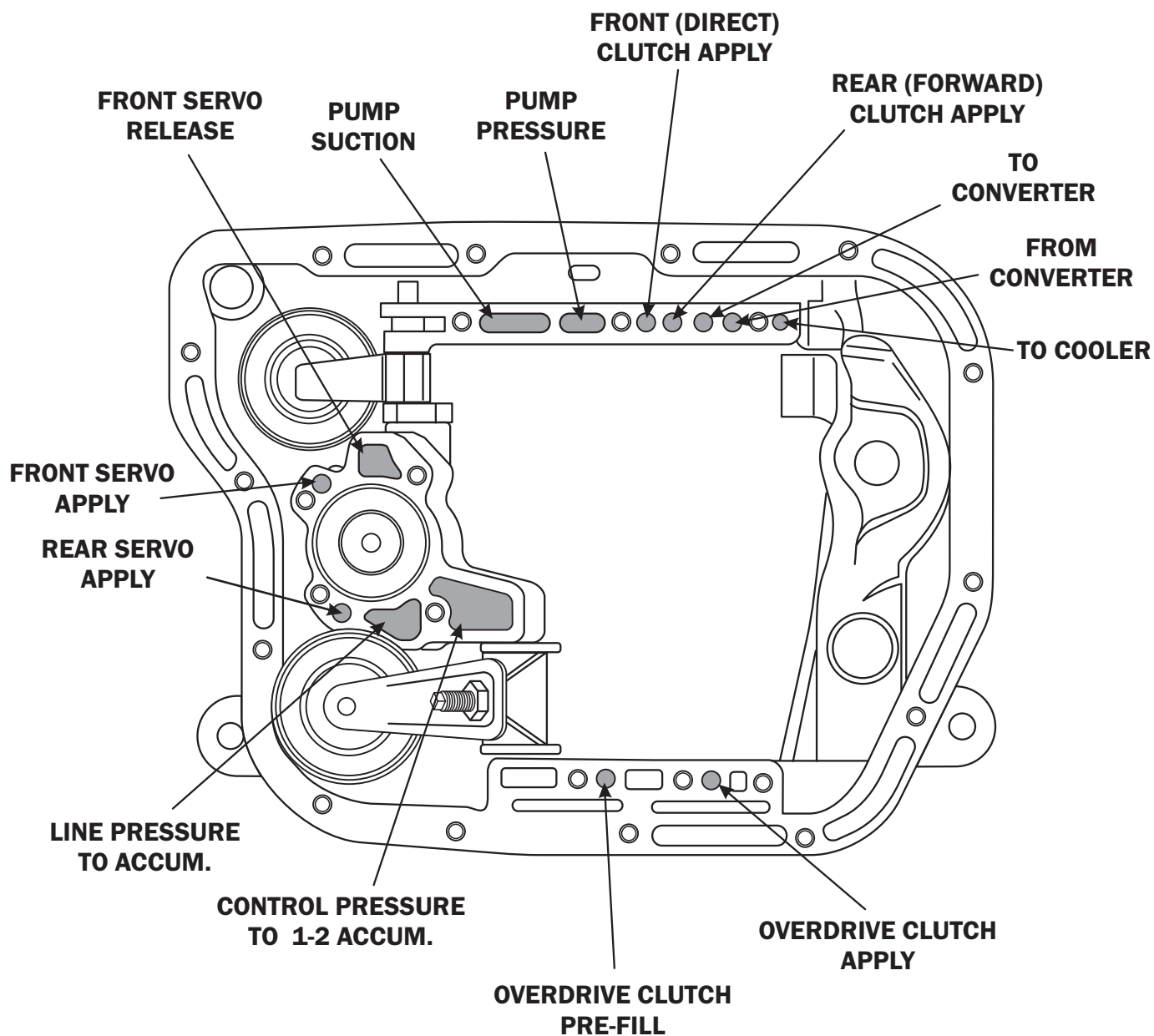
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CHRYSLER 45 / 545RFE



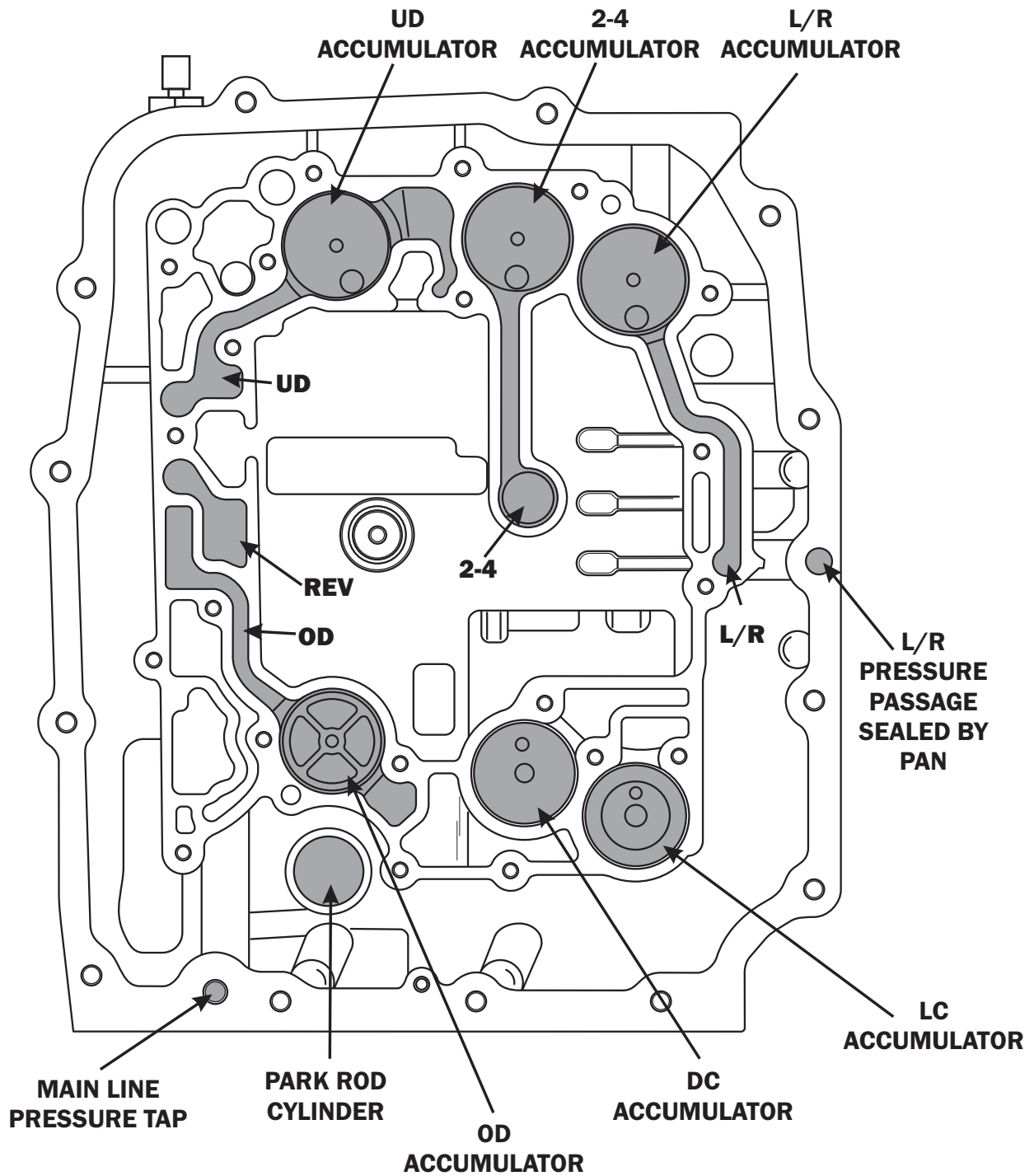
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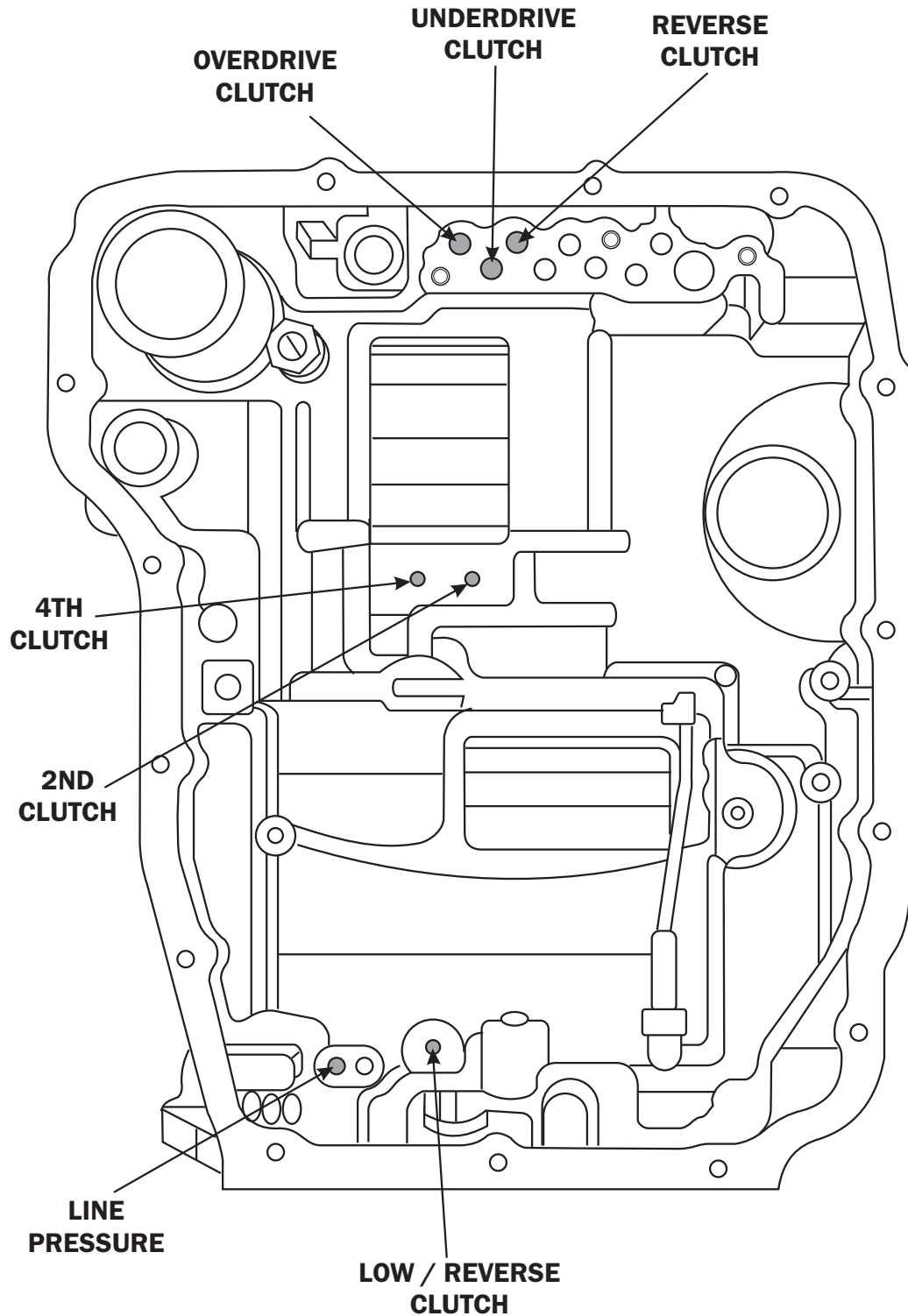
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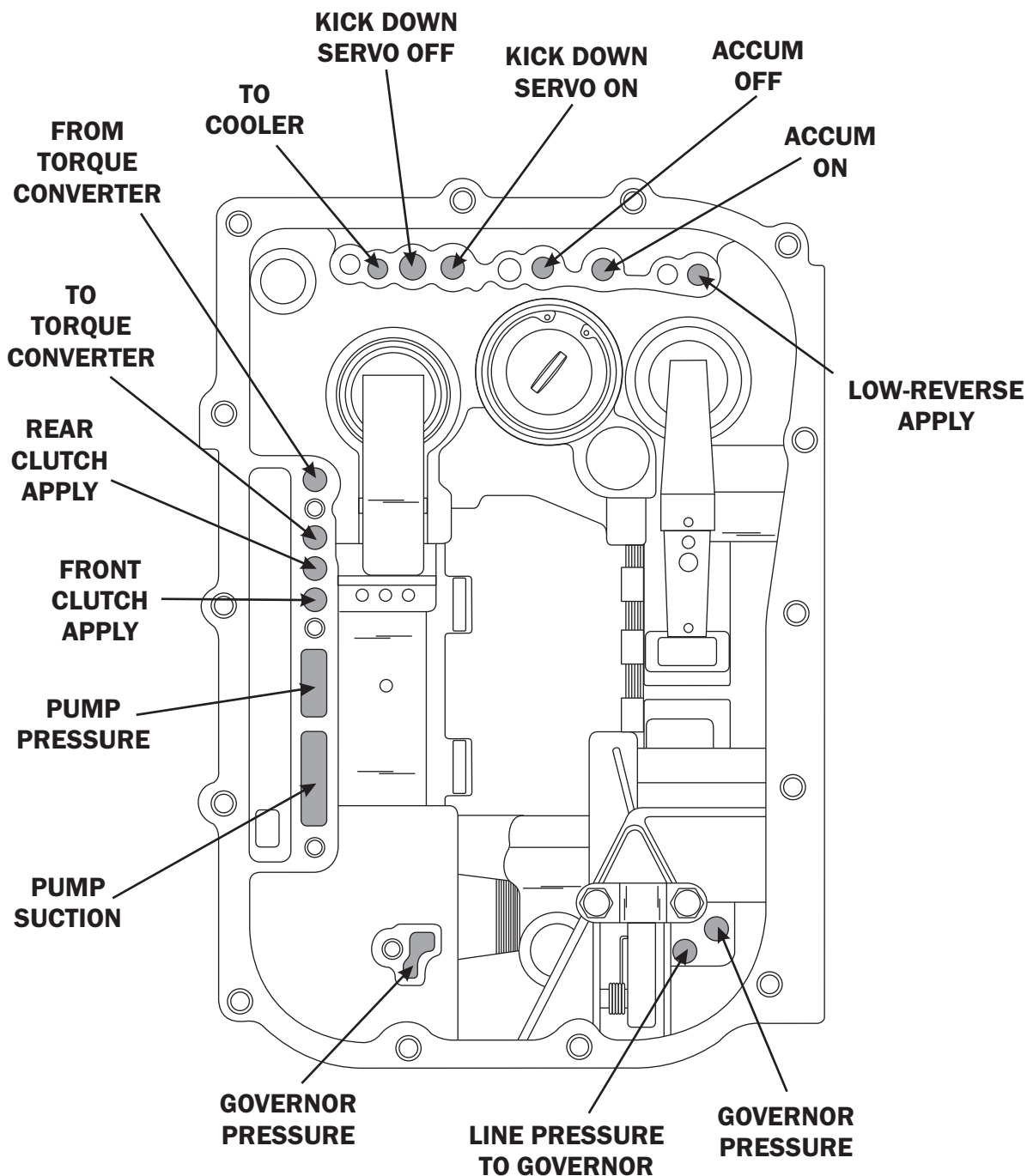
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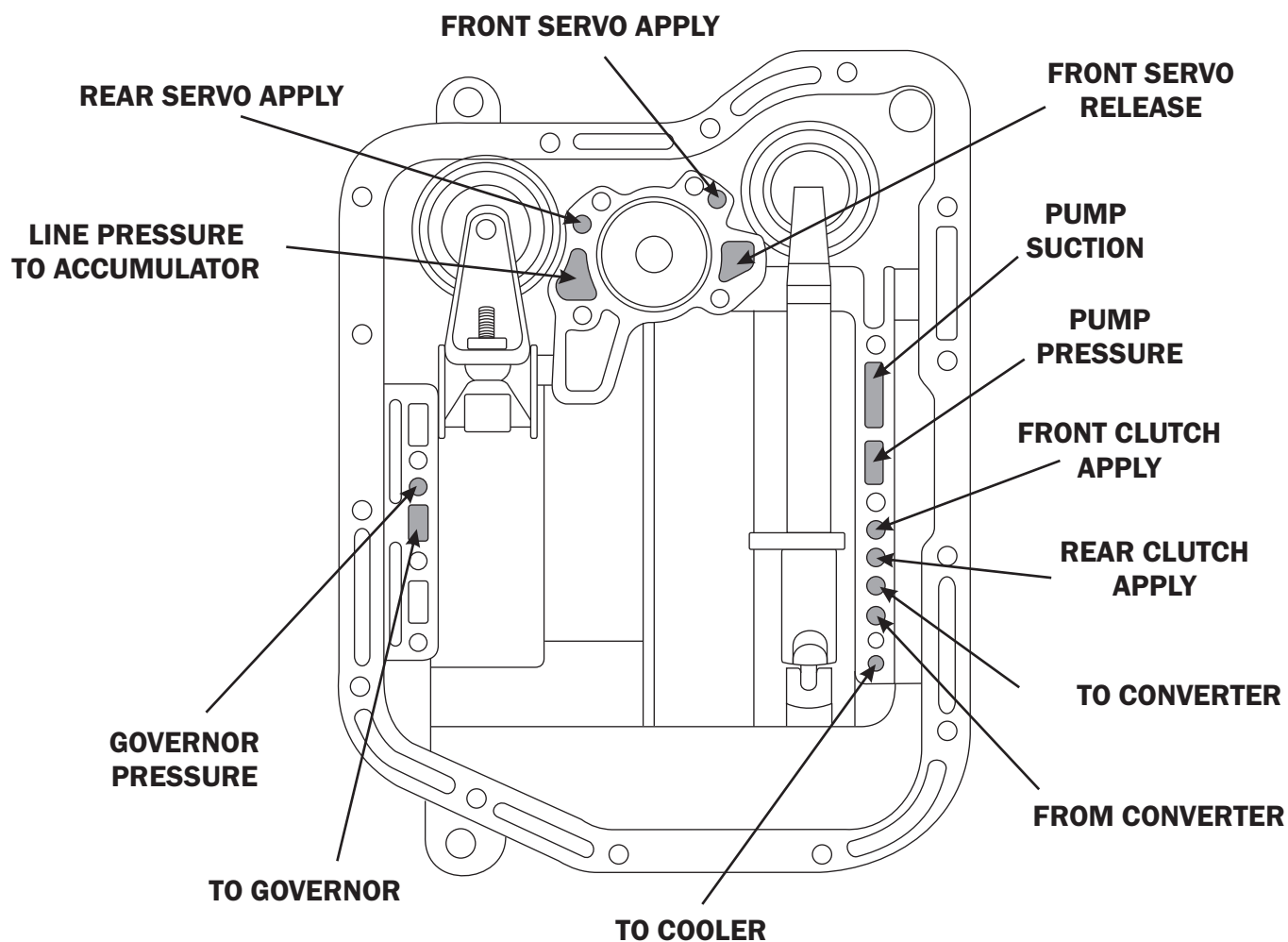


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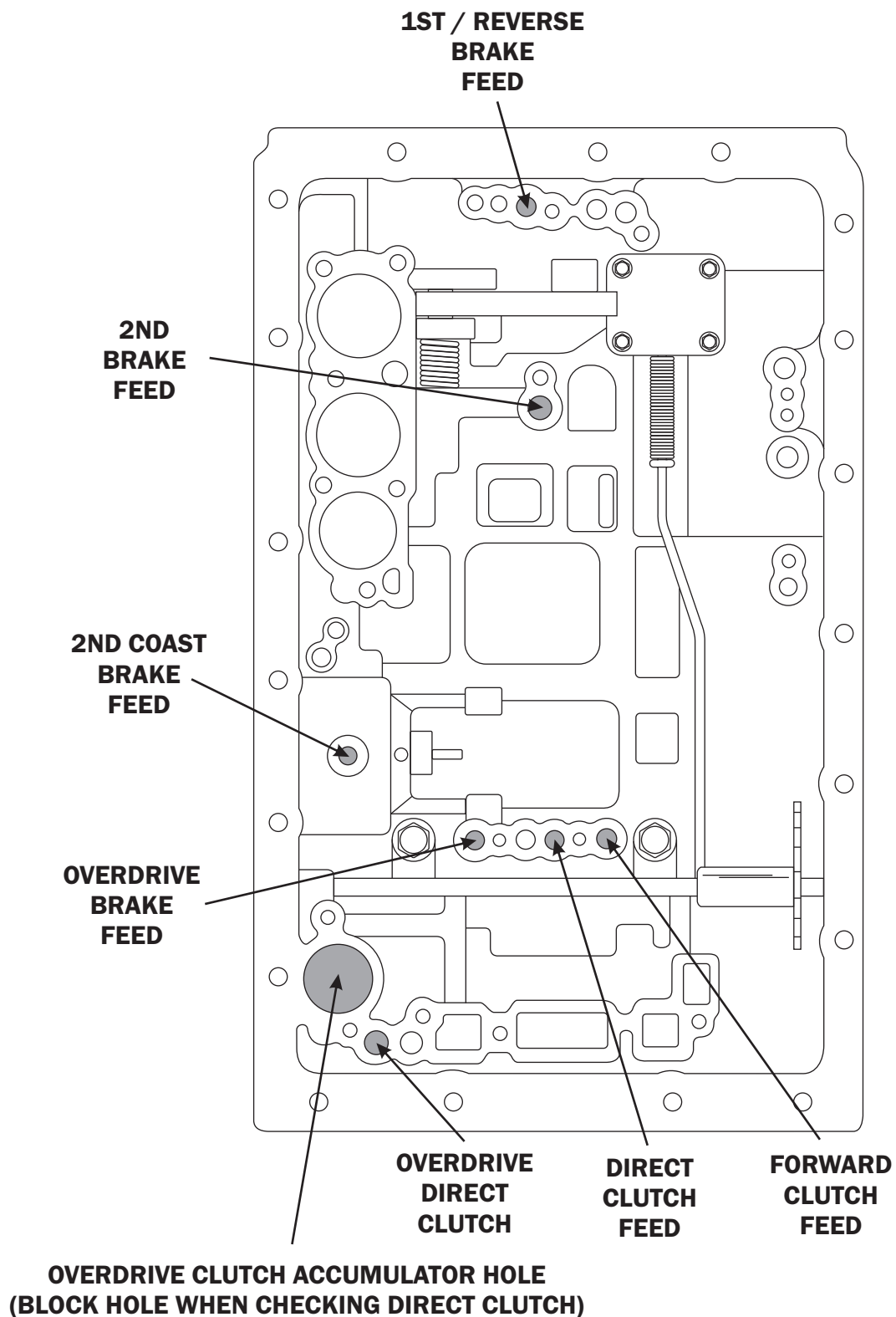
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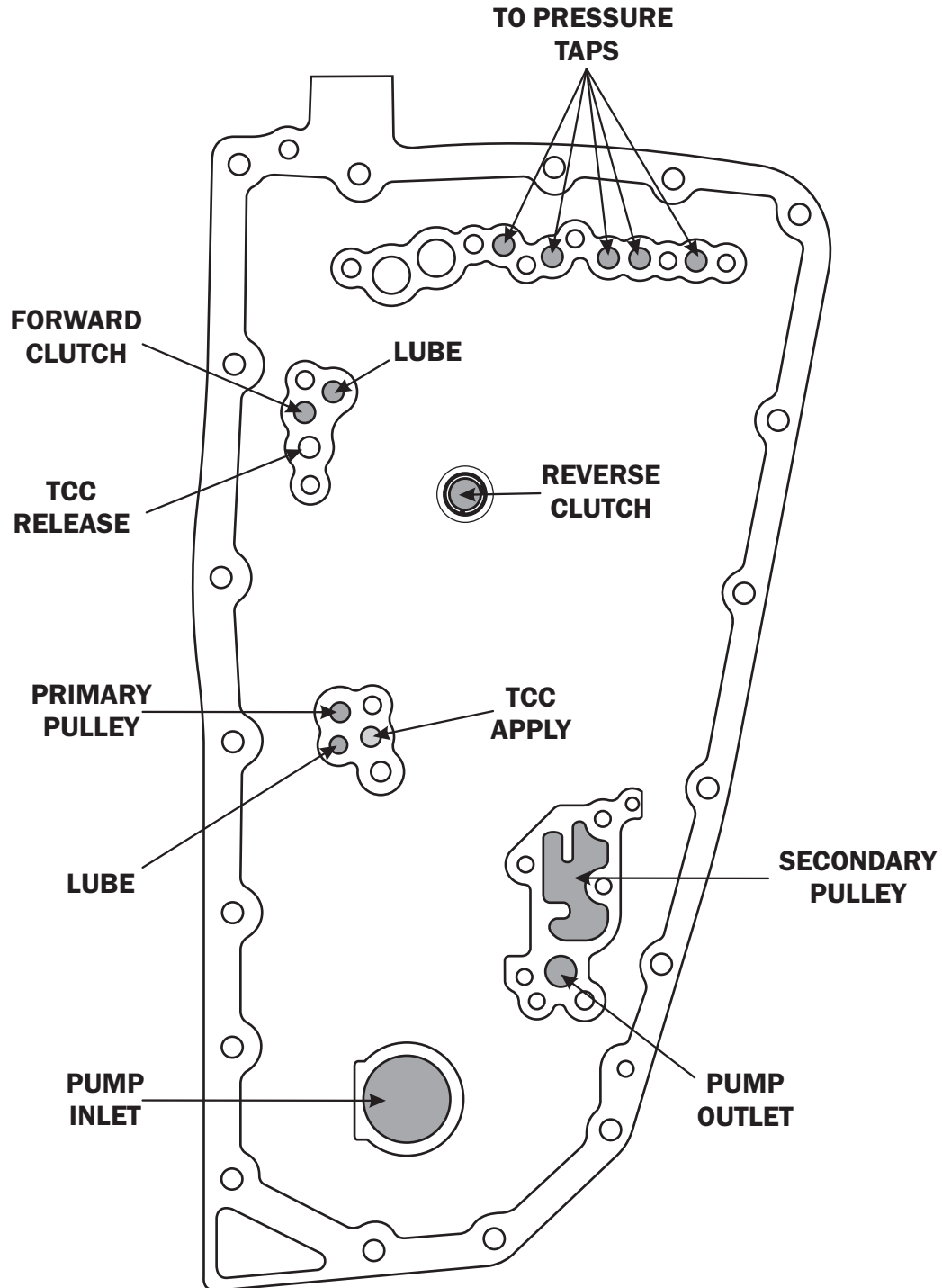
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CHRYSLER JEEP AW4

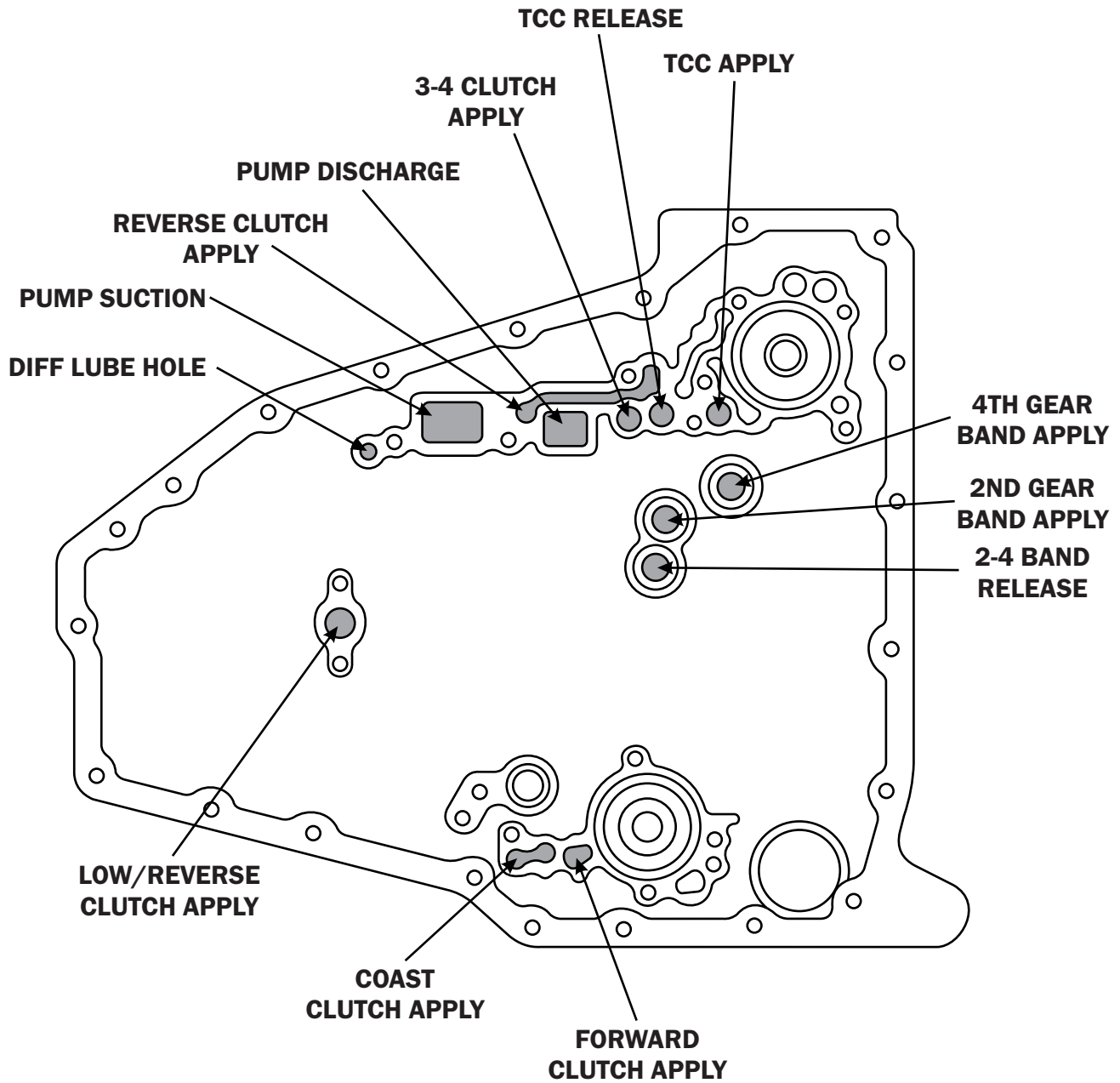


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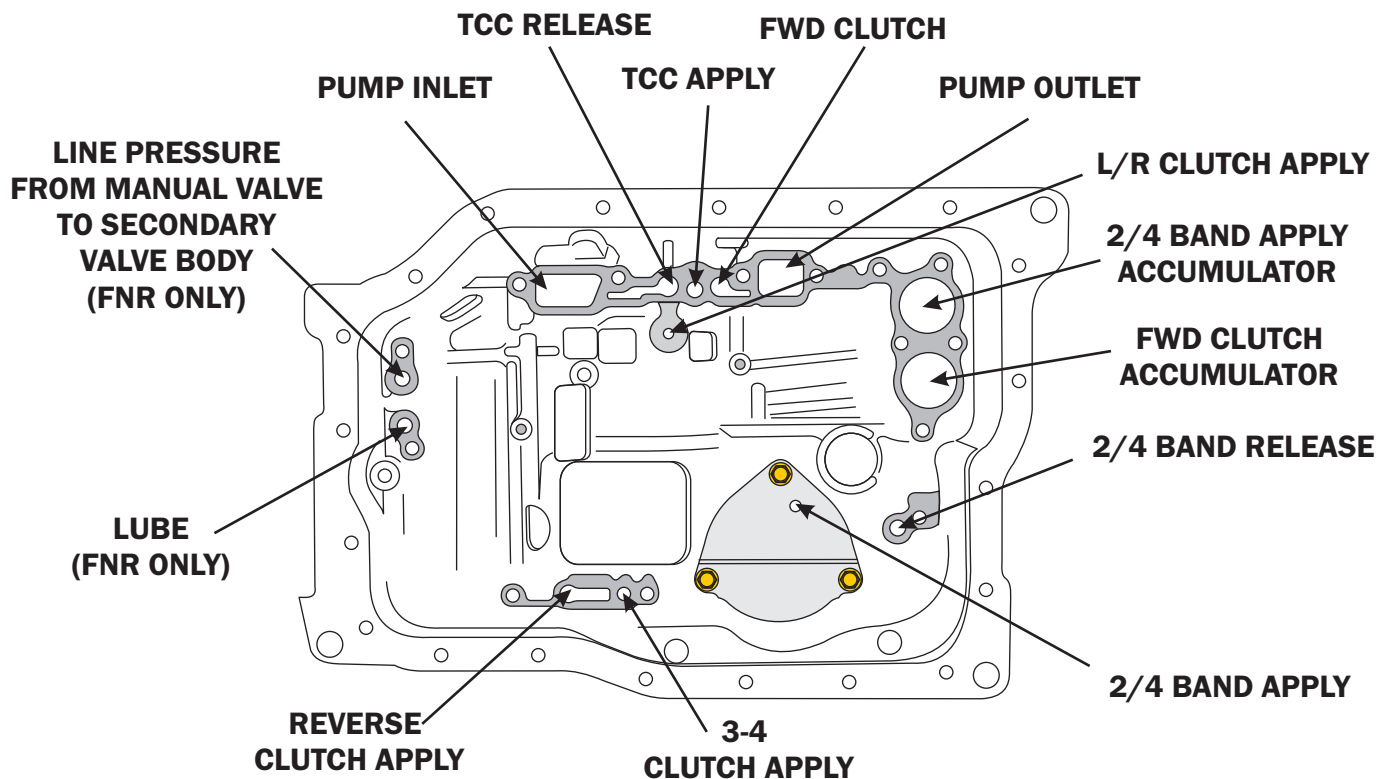
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FORD 4F20E

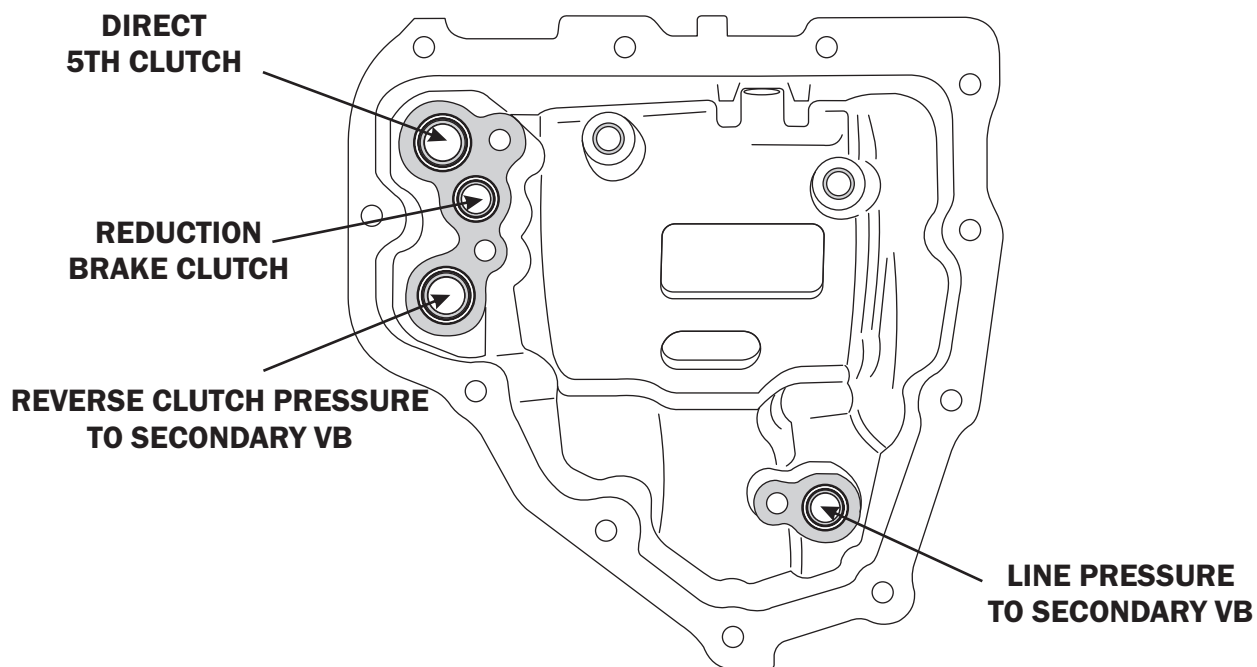


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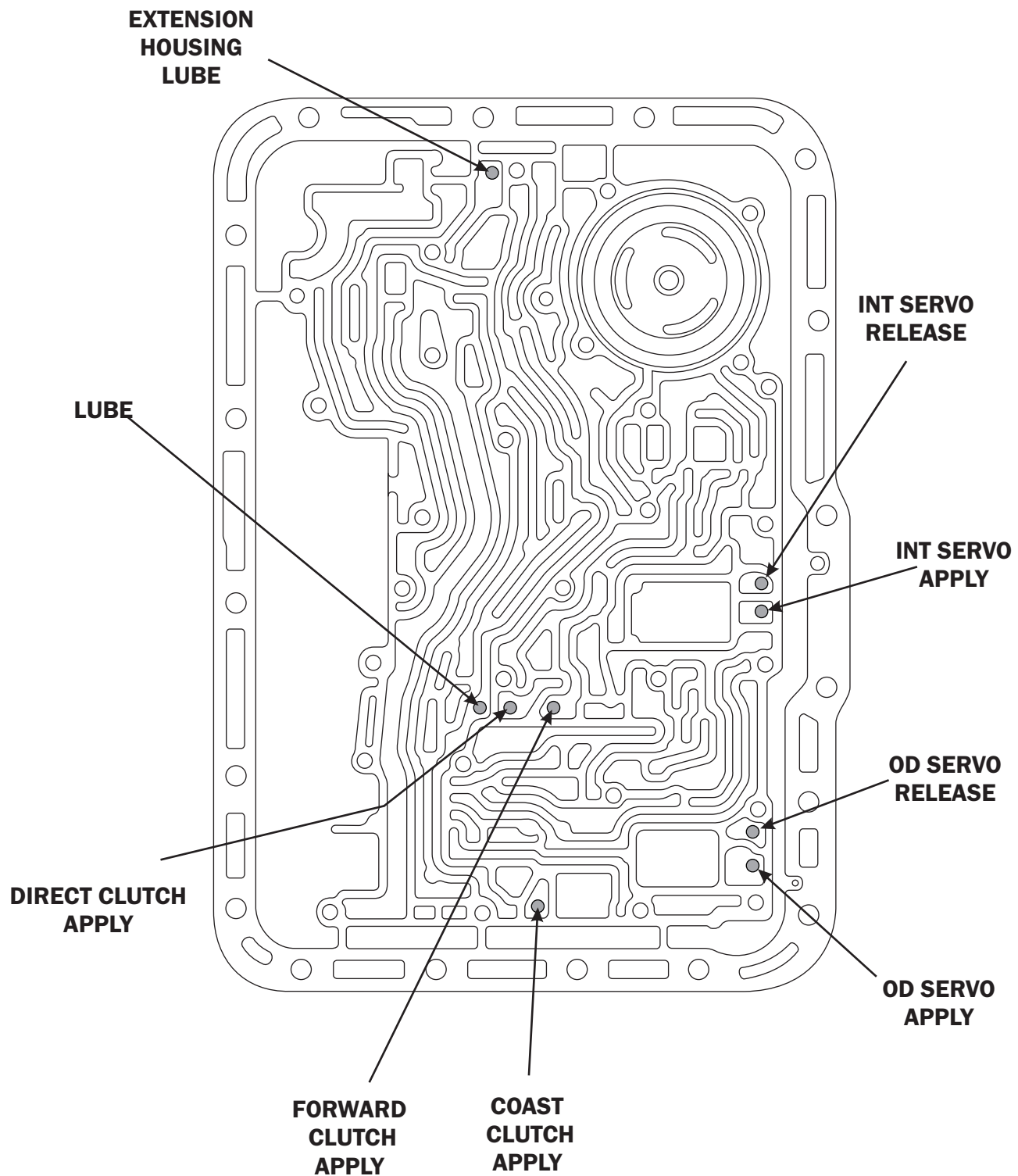


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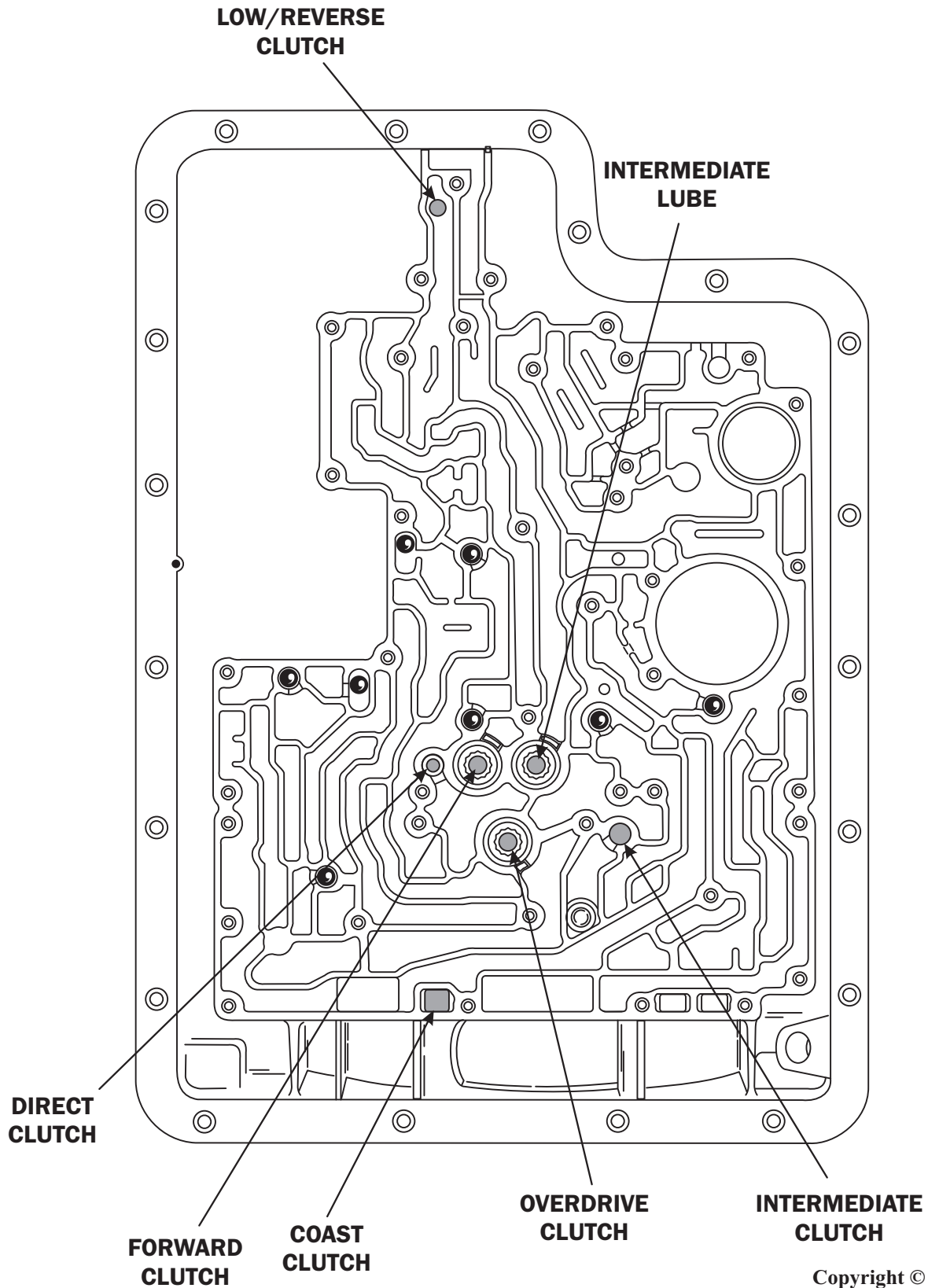
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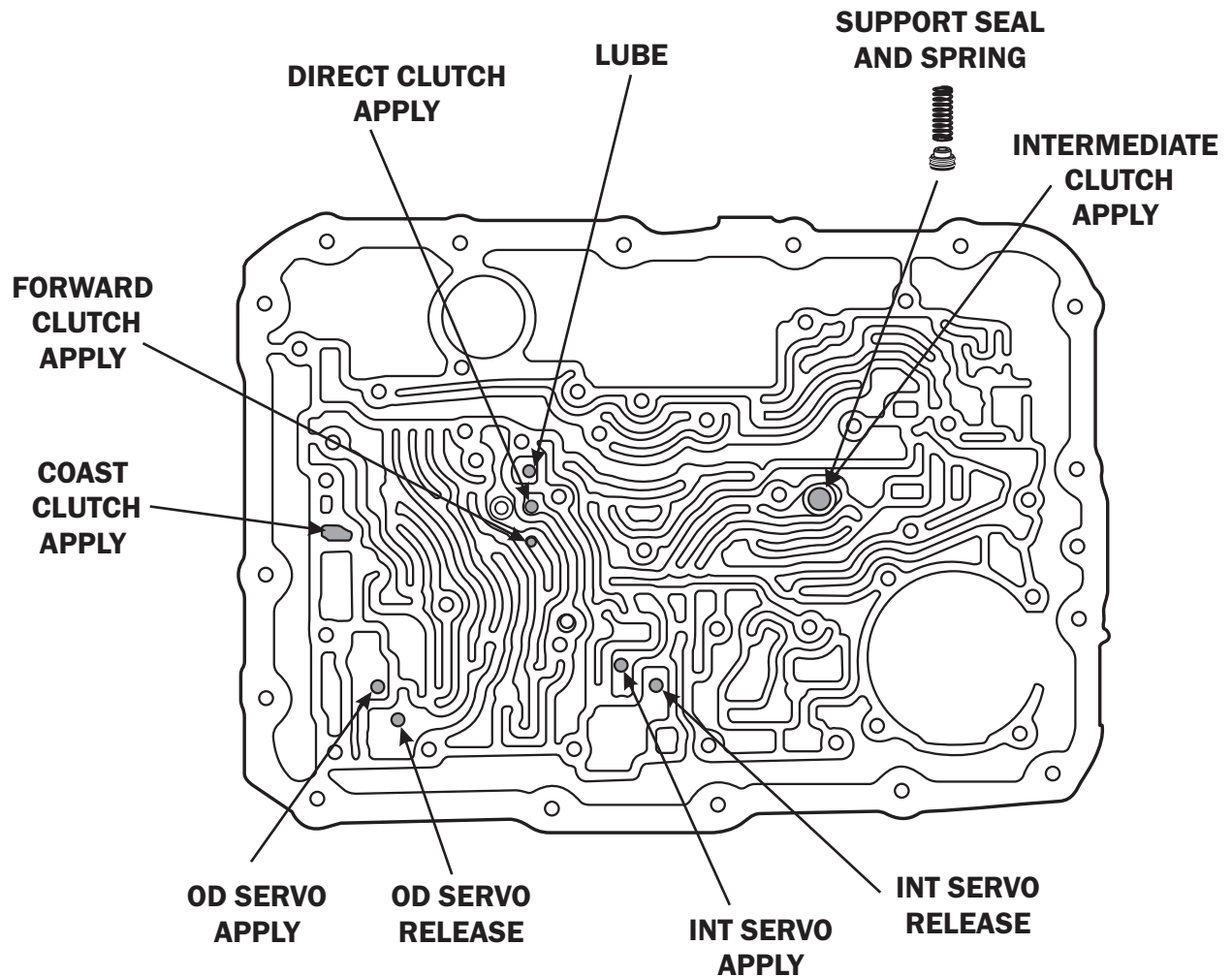
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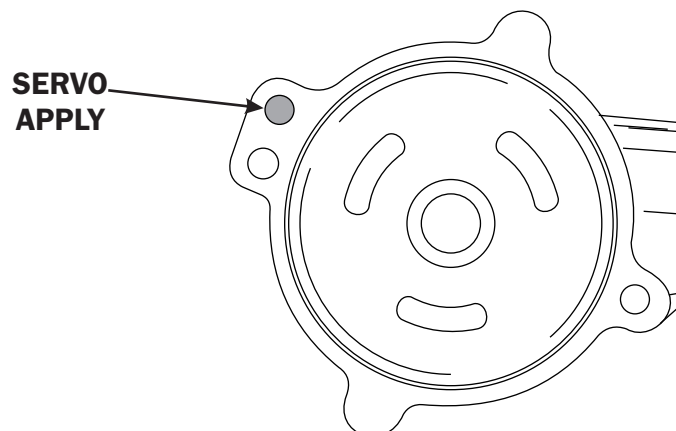


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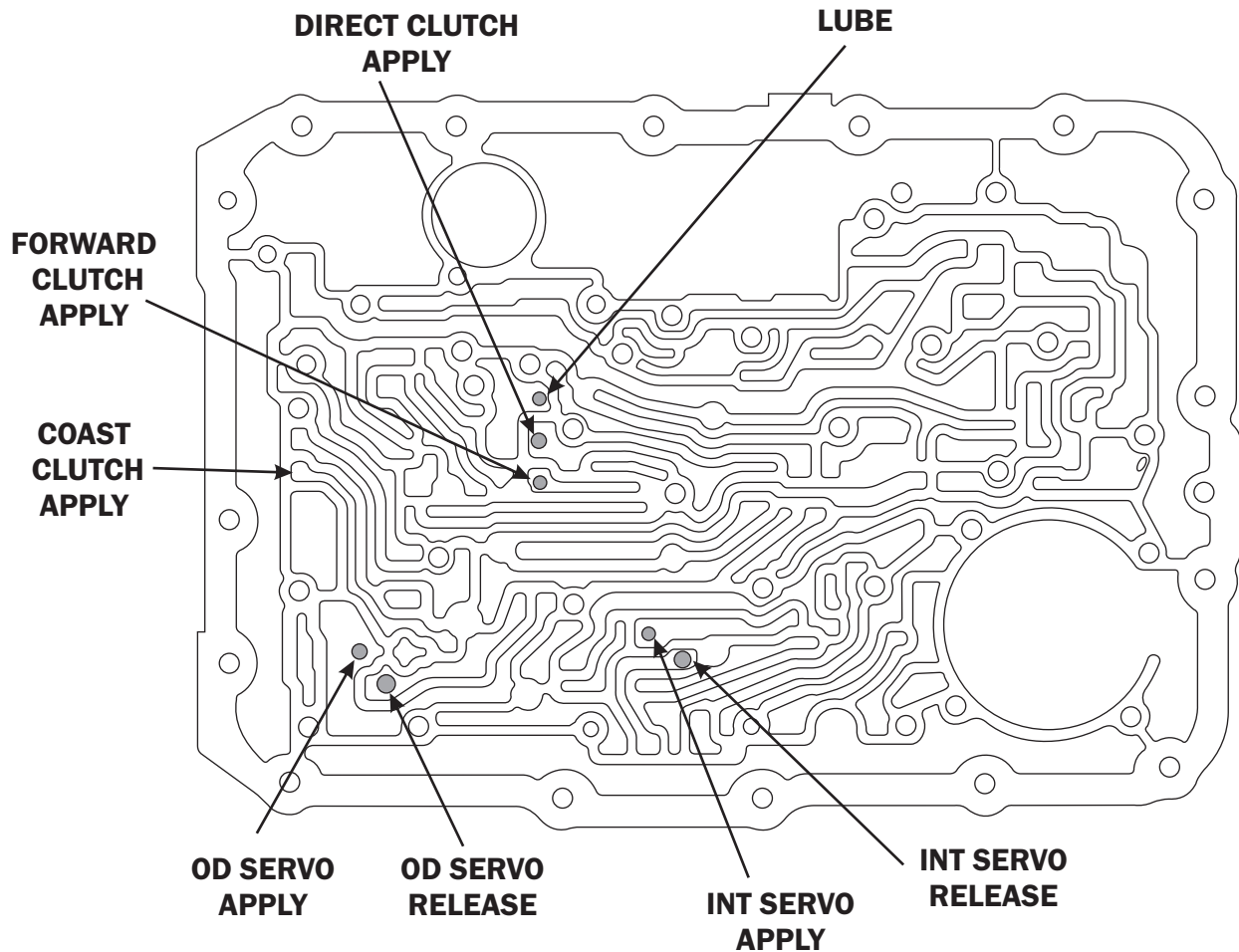


REVERSE SERVO HOUSING

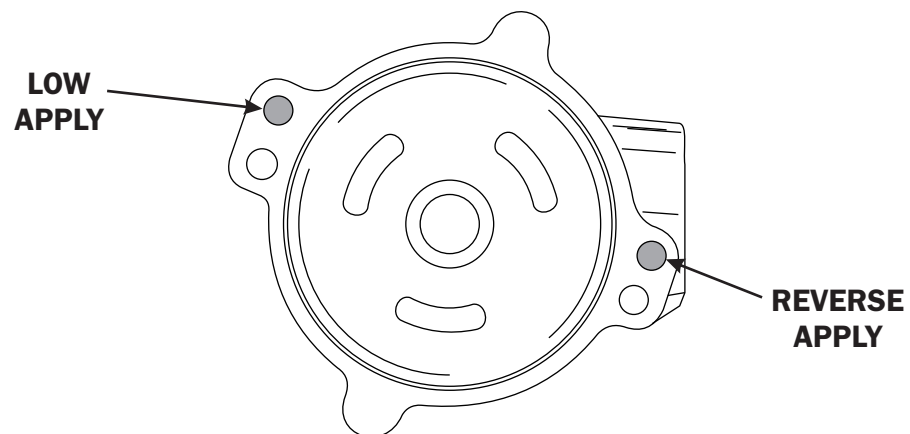


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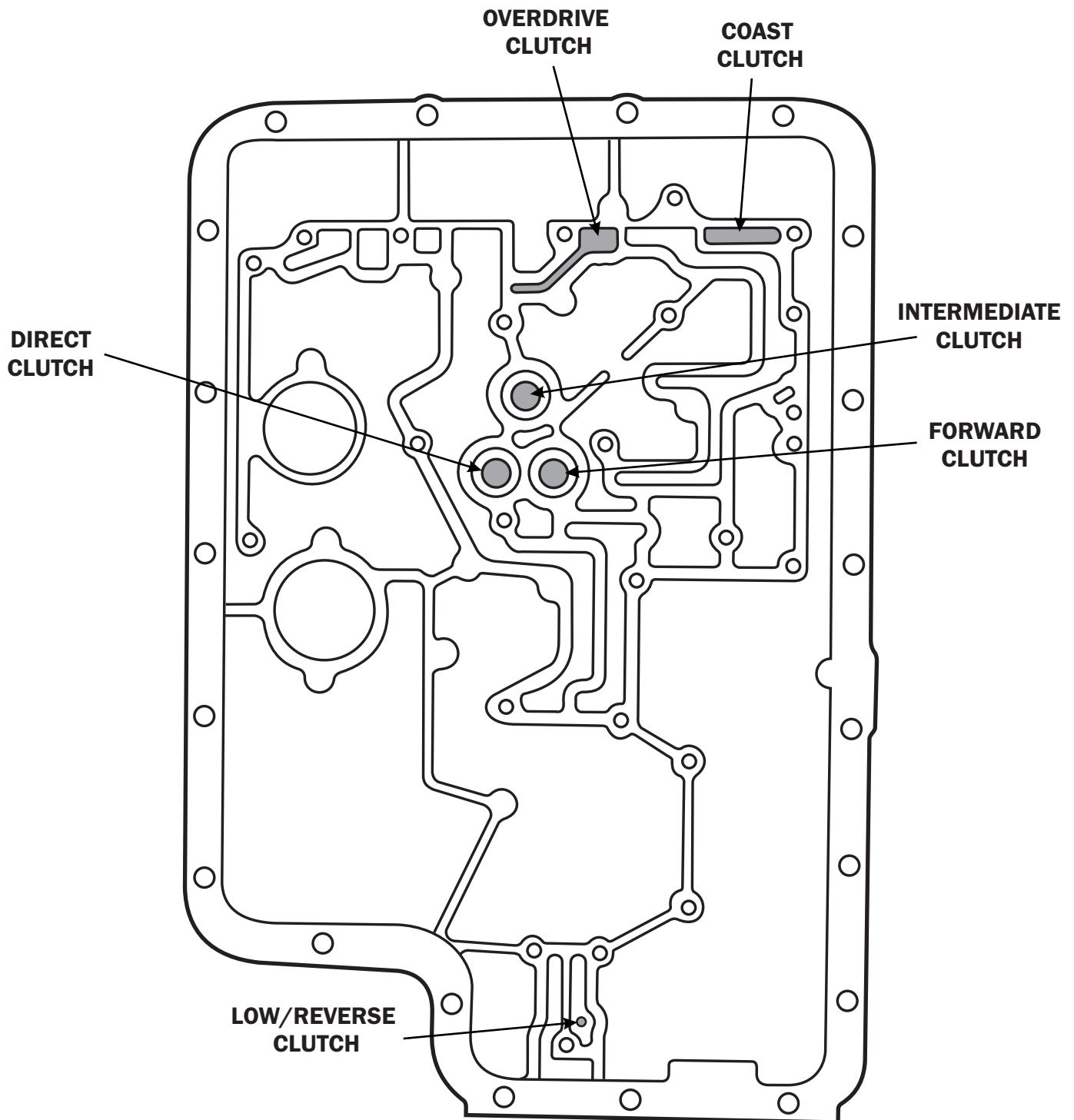


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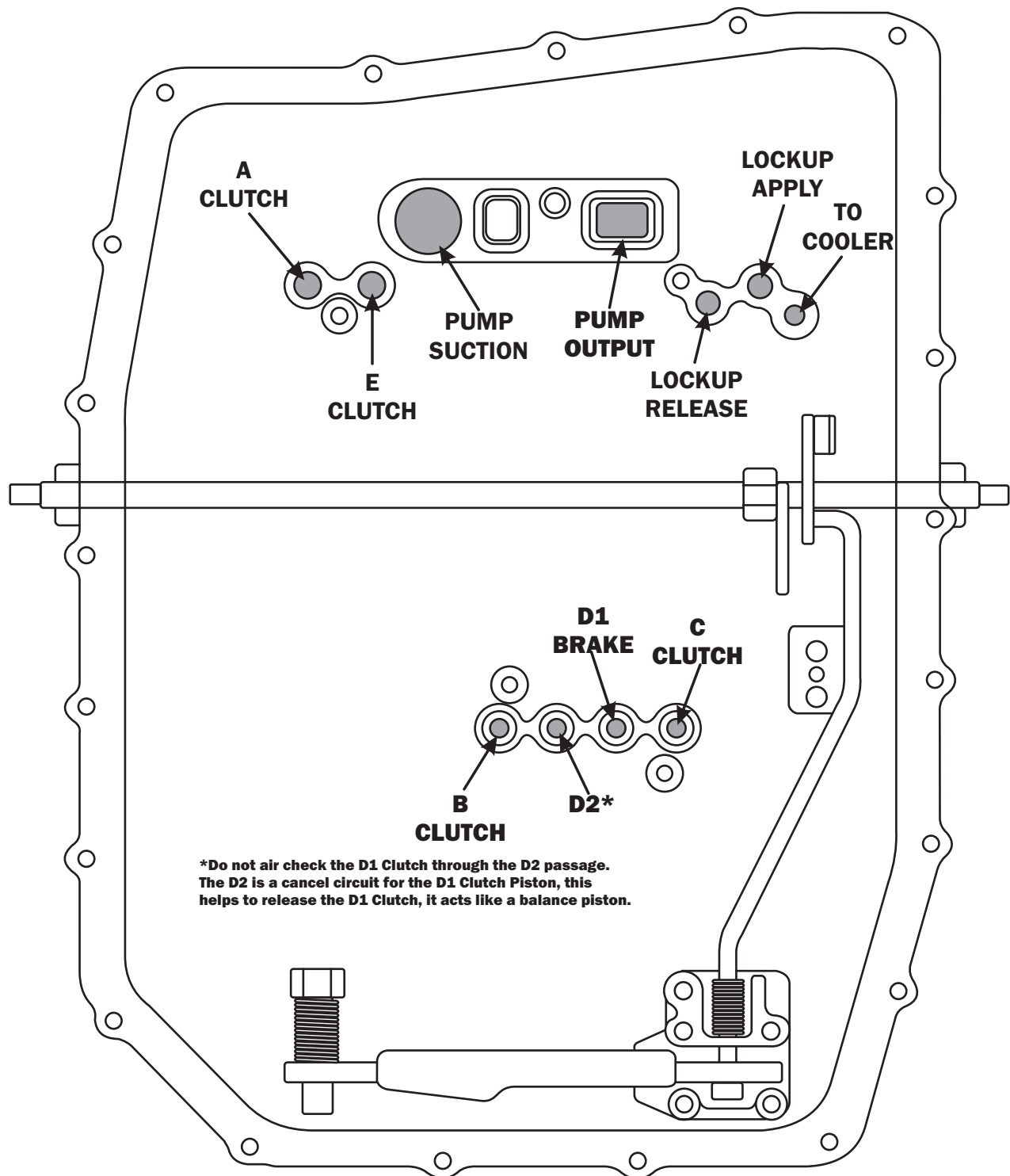
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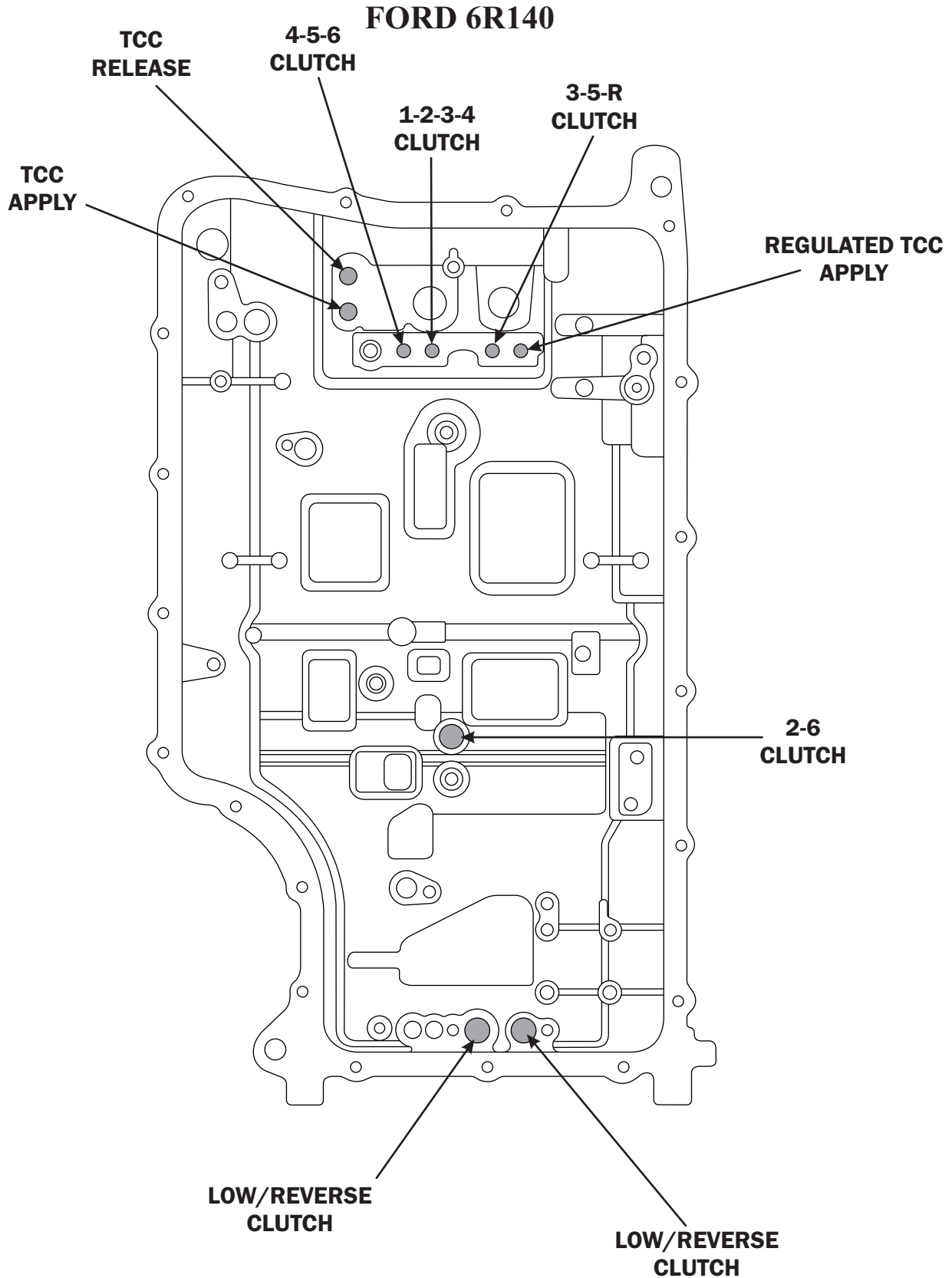


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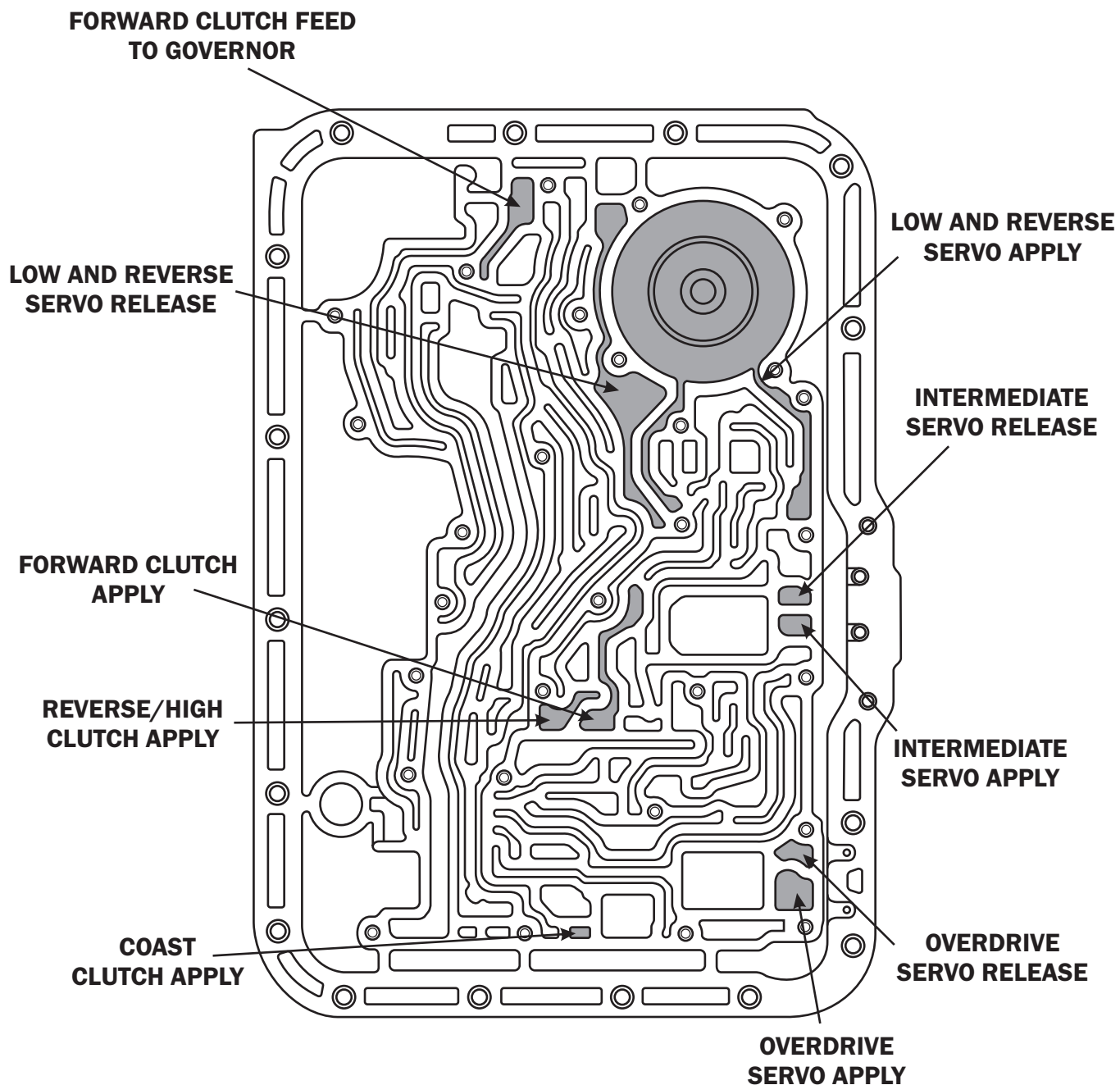
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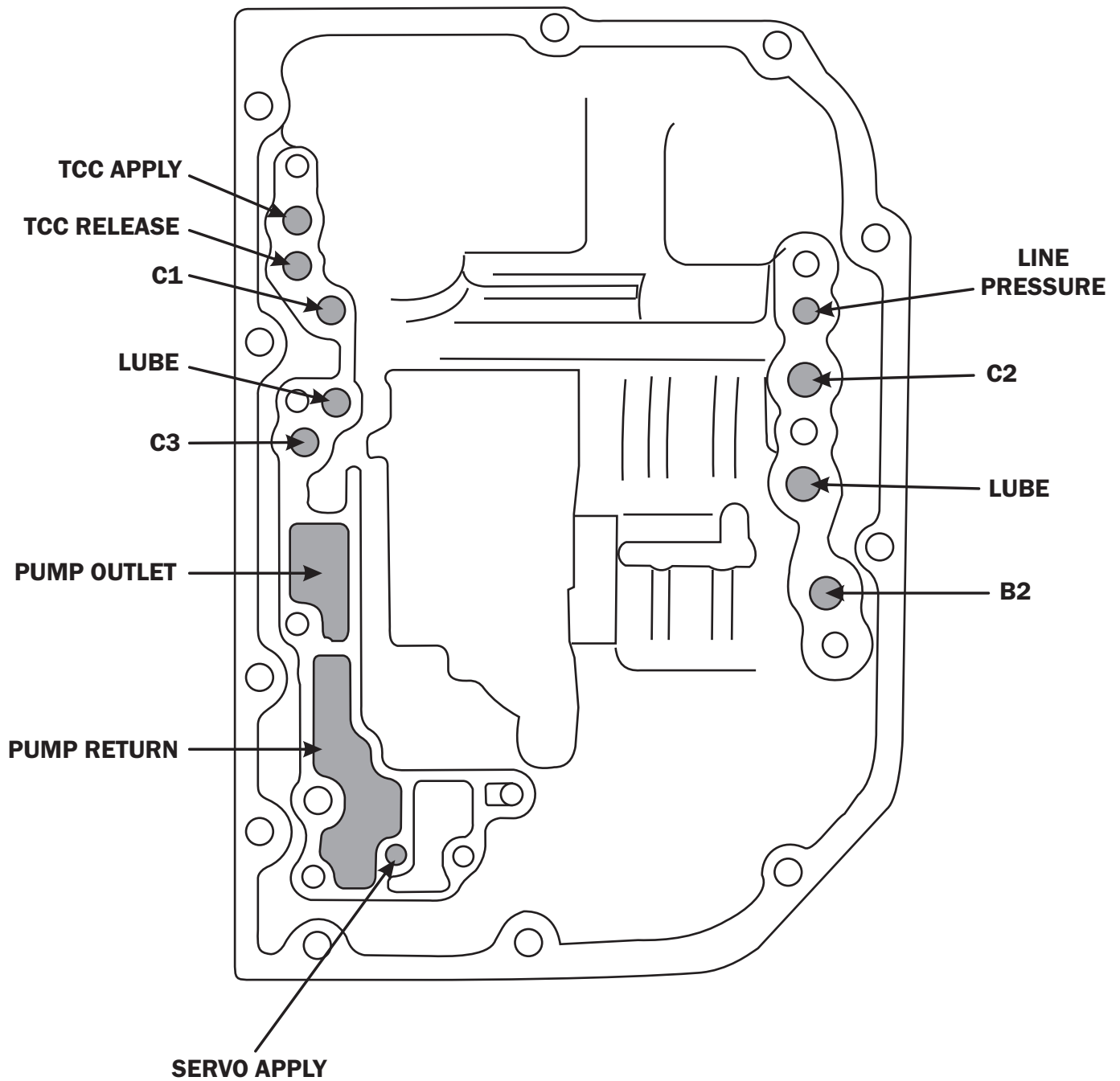
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FORD A4LD

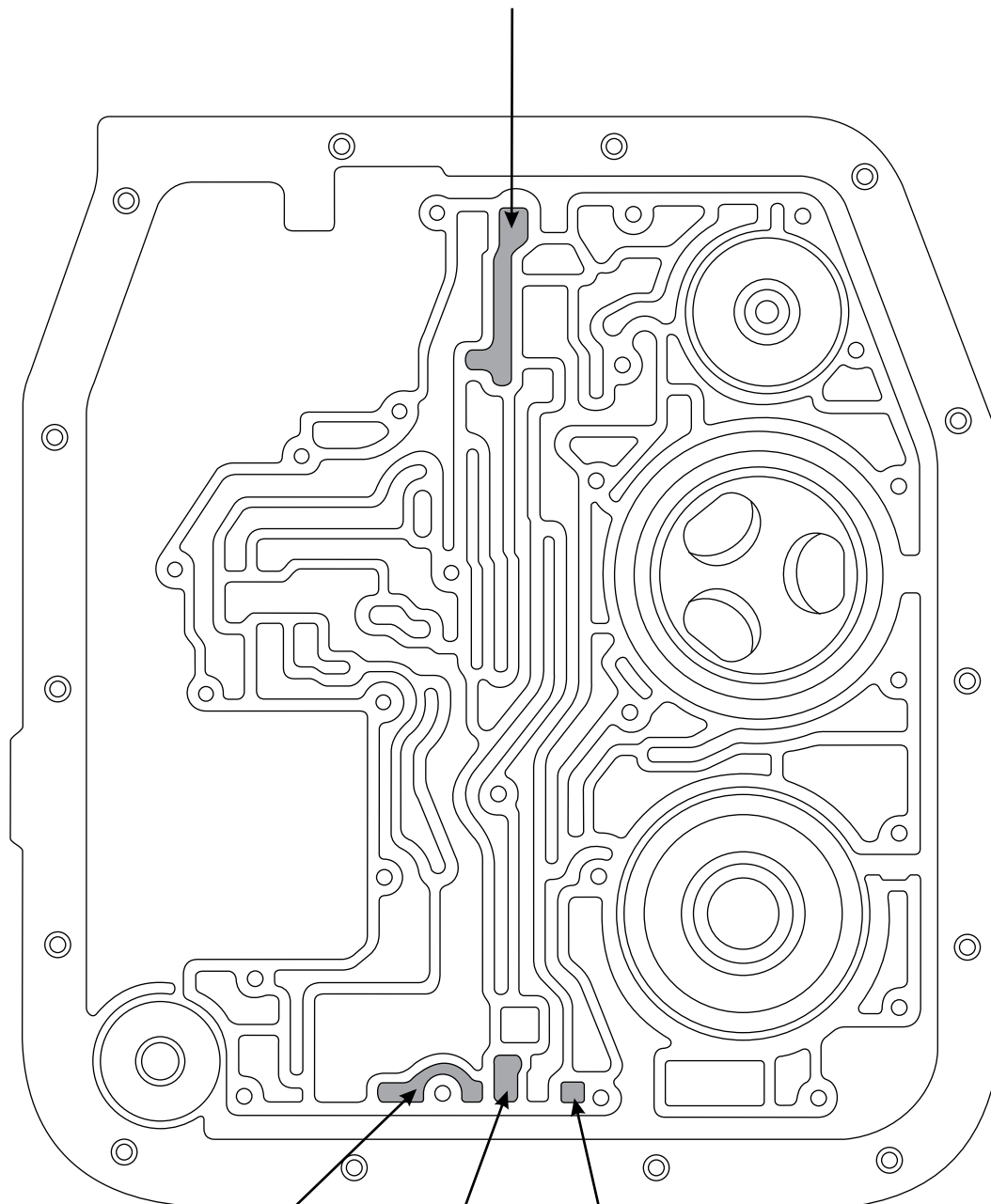


FORD 500 / AF40-6



FORD AOD

DIRECT CLUTCH



NOTE: LOW/REV AND O.D. SERVOS CAN'T BE CHECKED WITHOUT A TEST PLATE

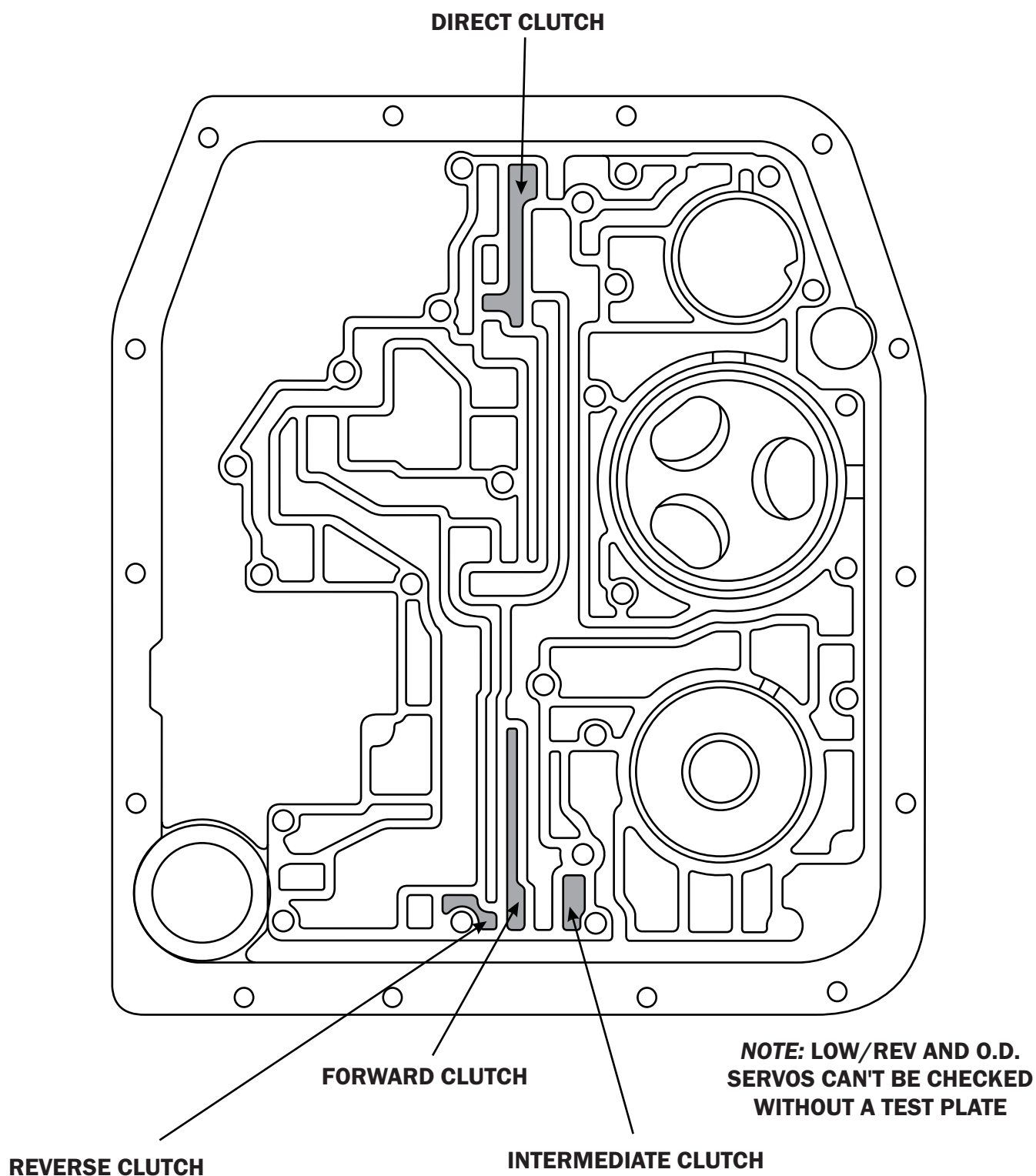
REVERSE CLUTCH

FORWARD CLUTCH

INTERMEDIATE CLUTCH

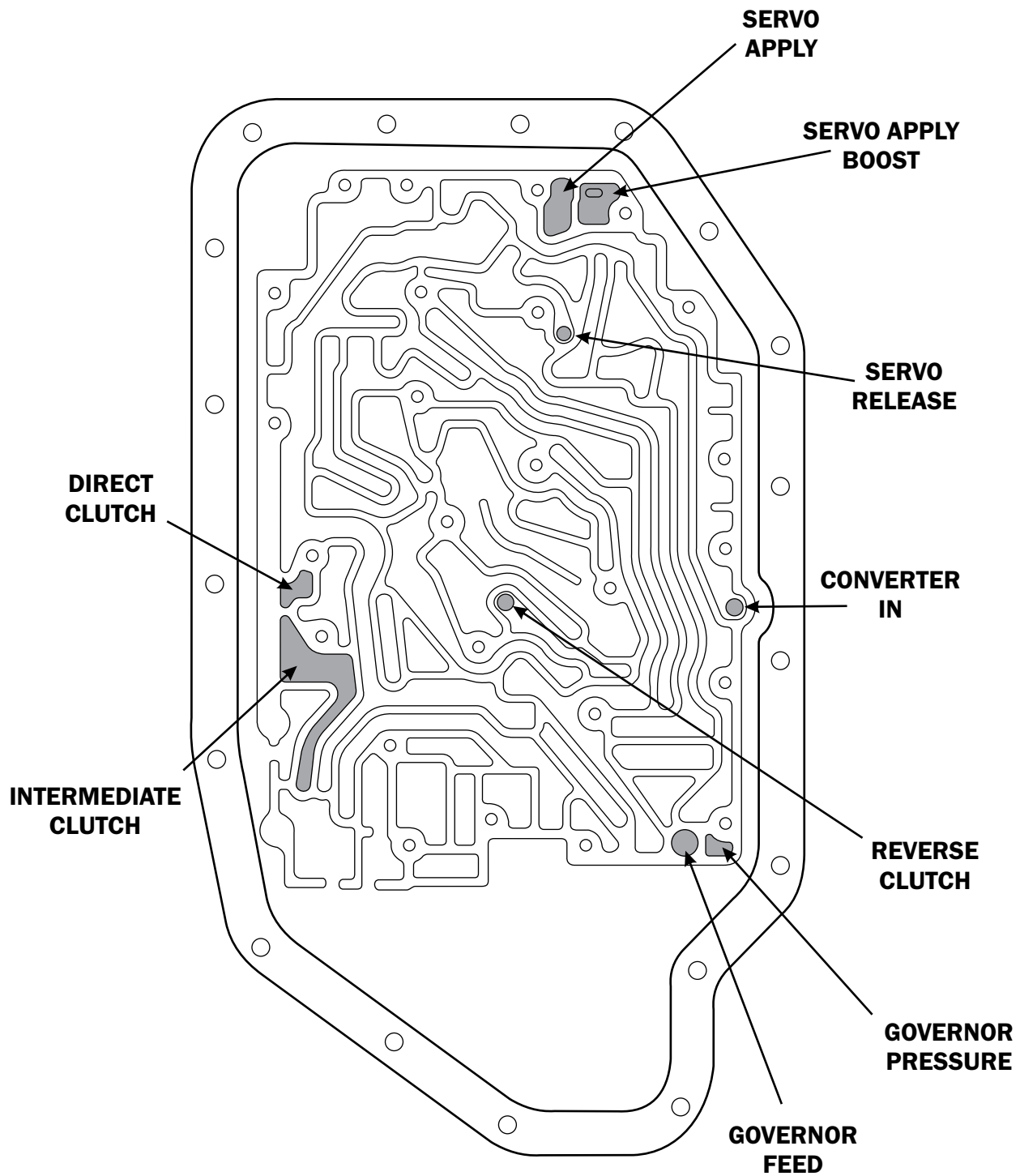
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FORD AODE / 4R70W / 4R75E



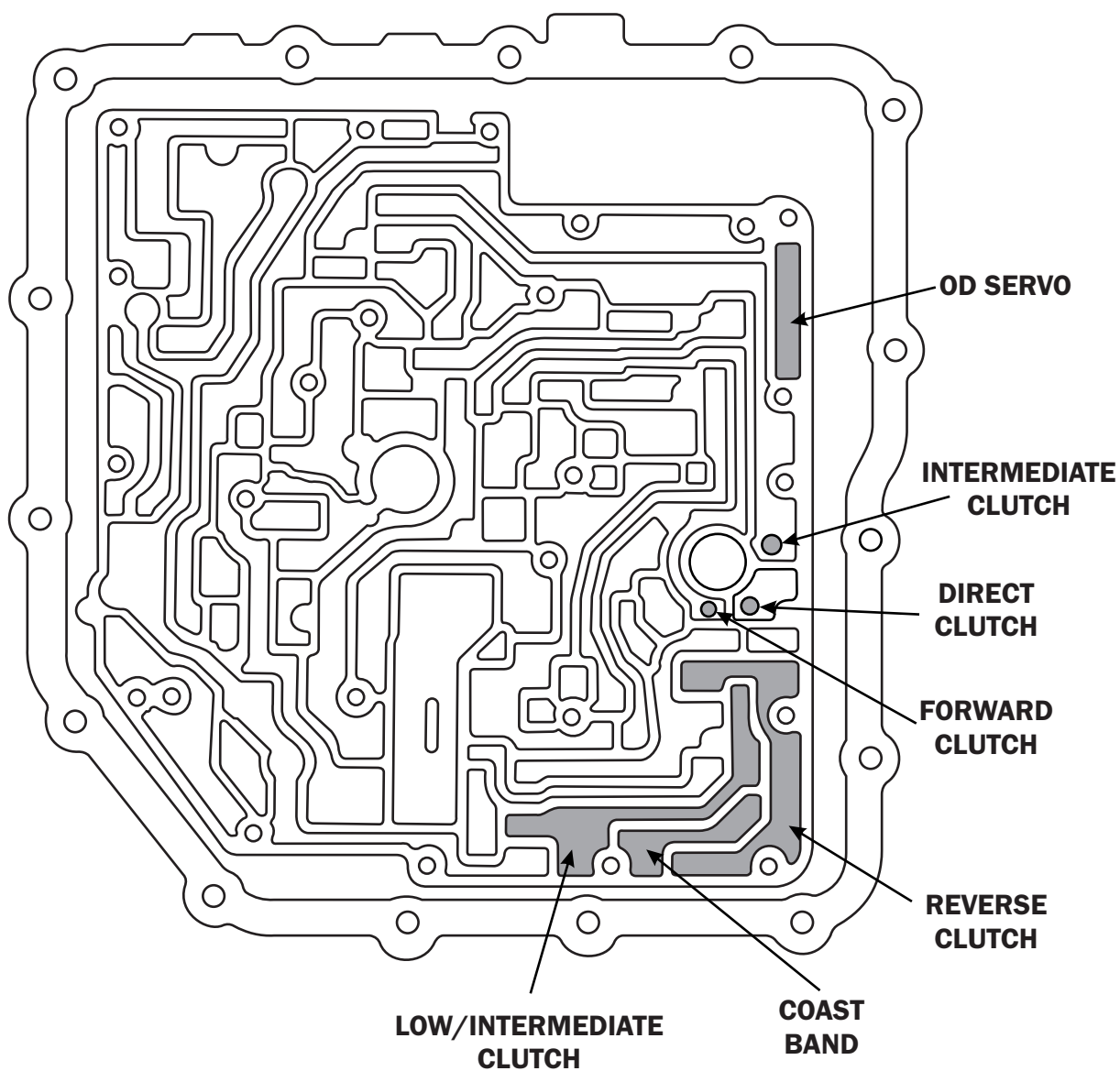
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FORD ATX



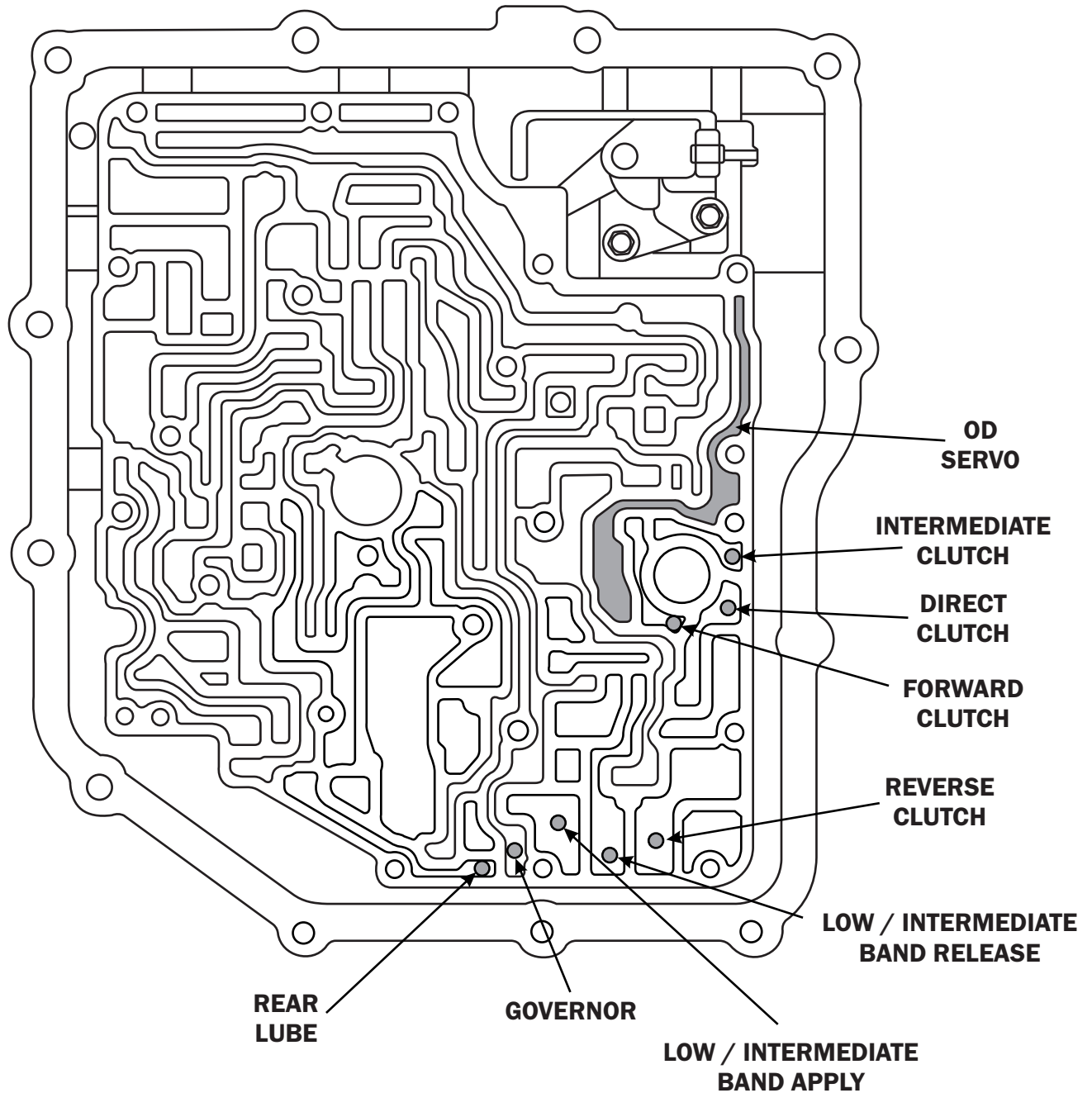
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FORD AX4N / 4F50N



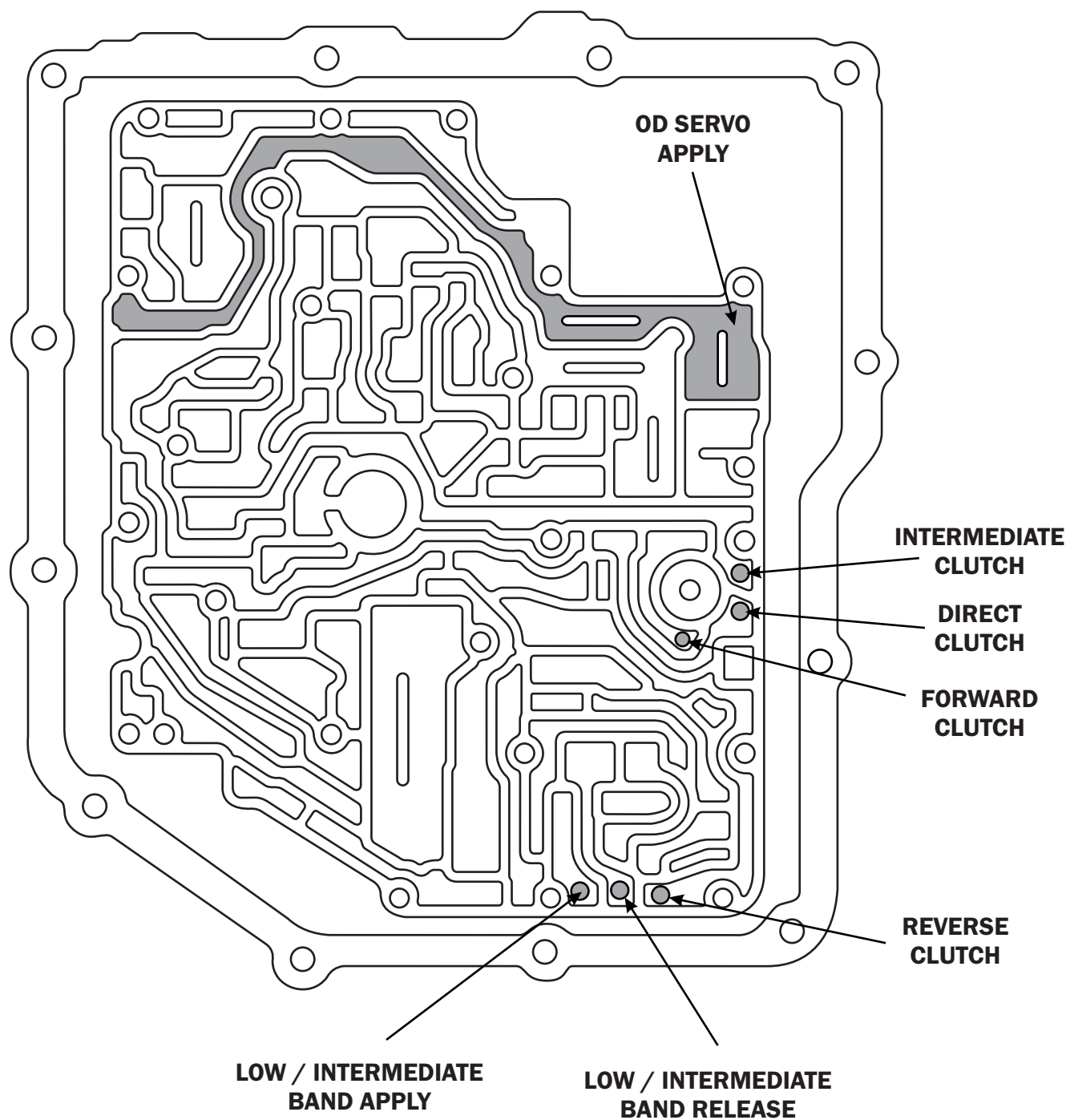
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FORD AXOD



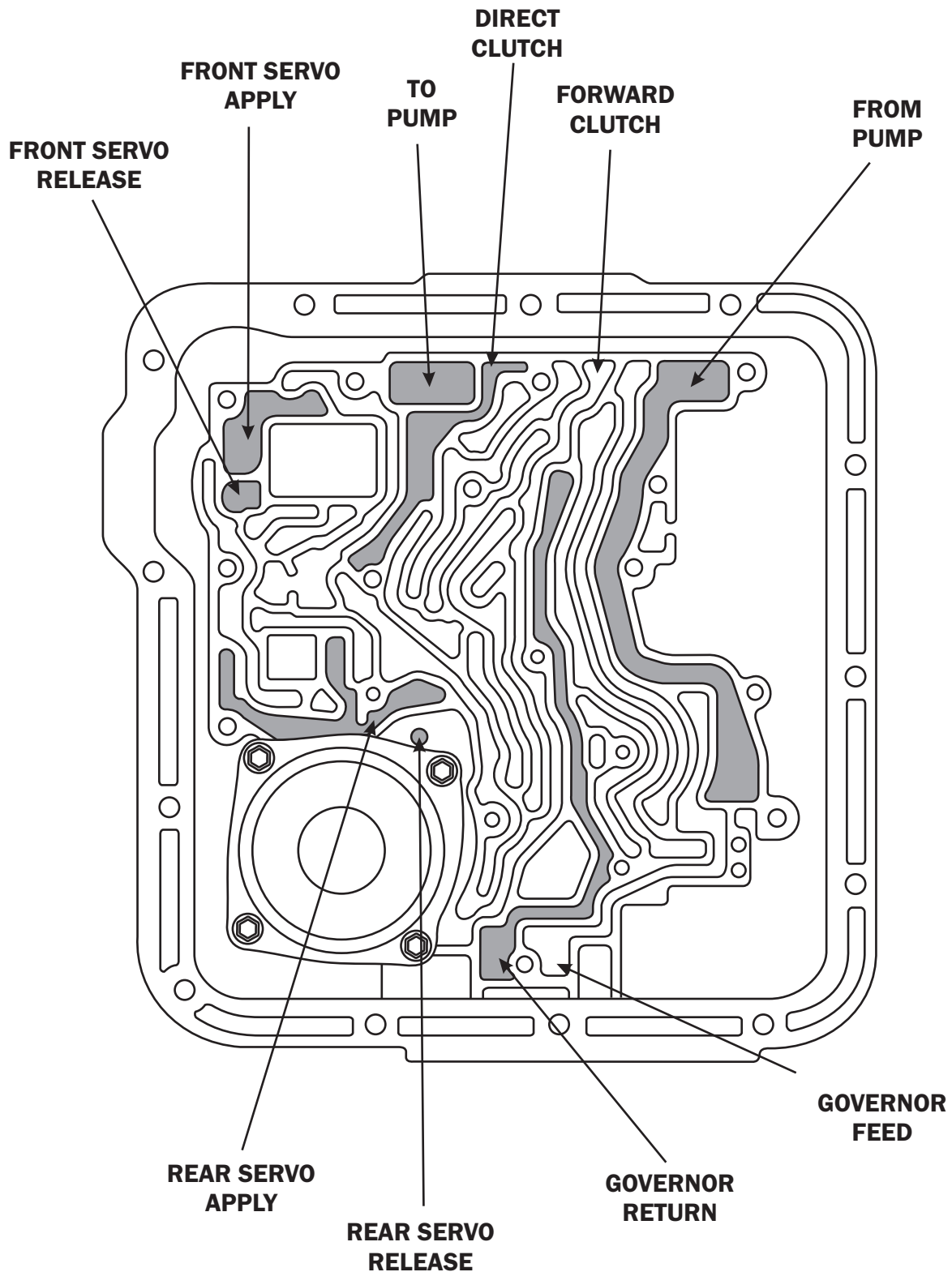
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FORD AXODE / AX4S



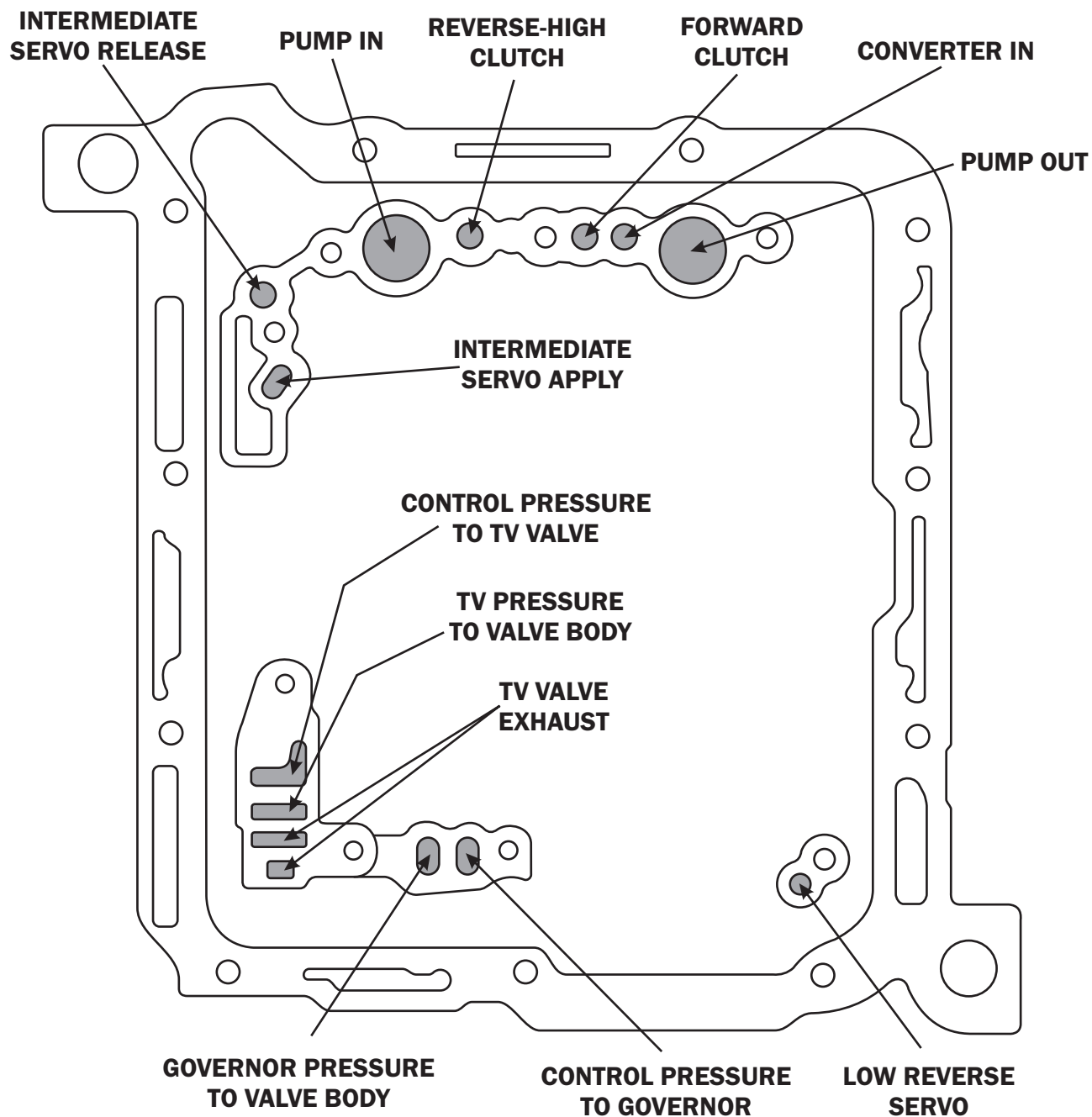
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FORD C3



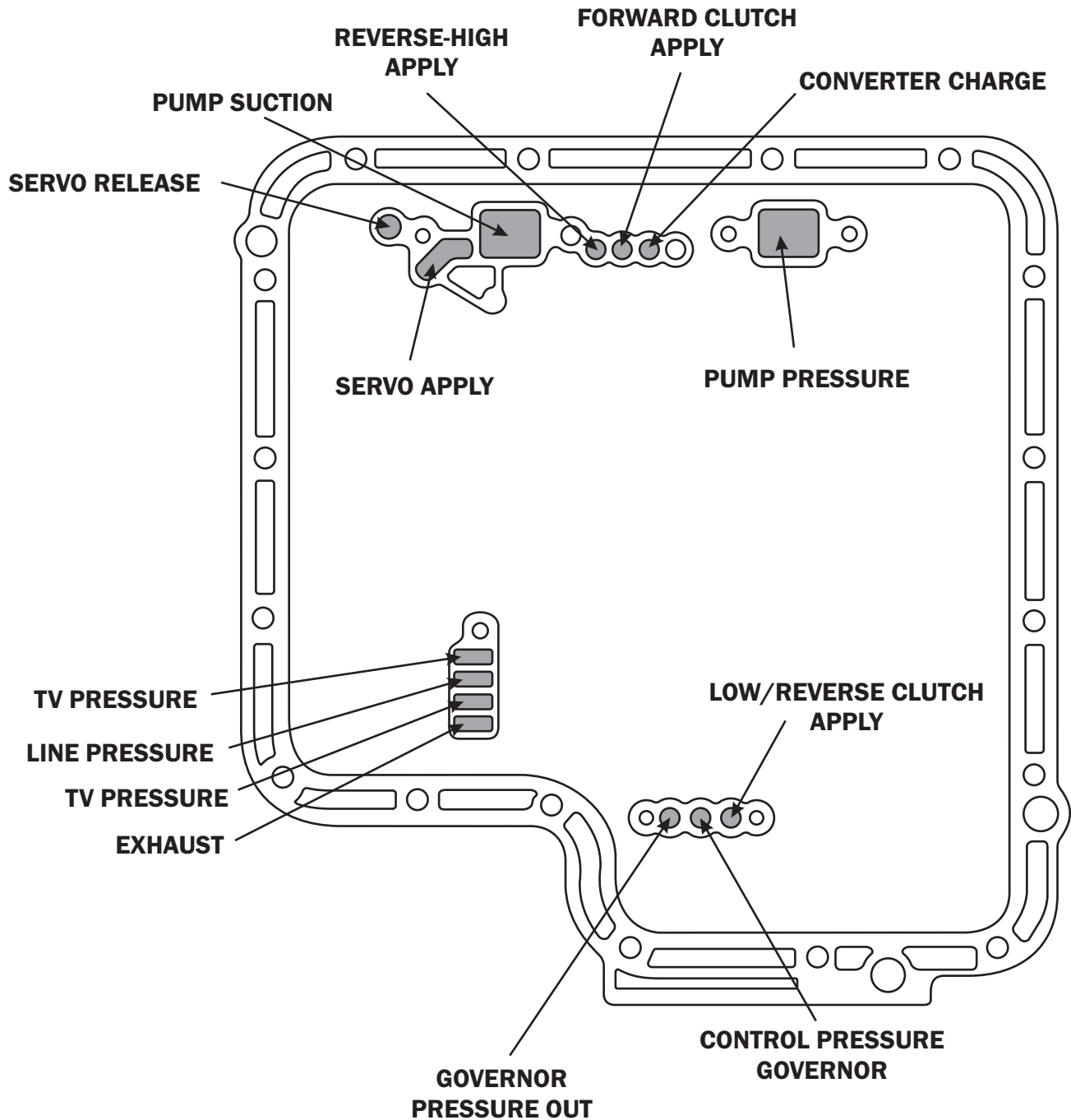
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FORD C4 / C5

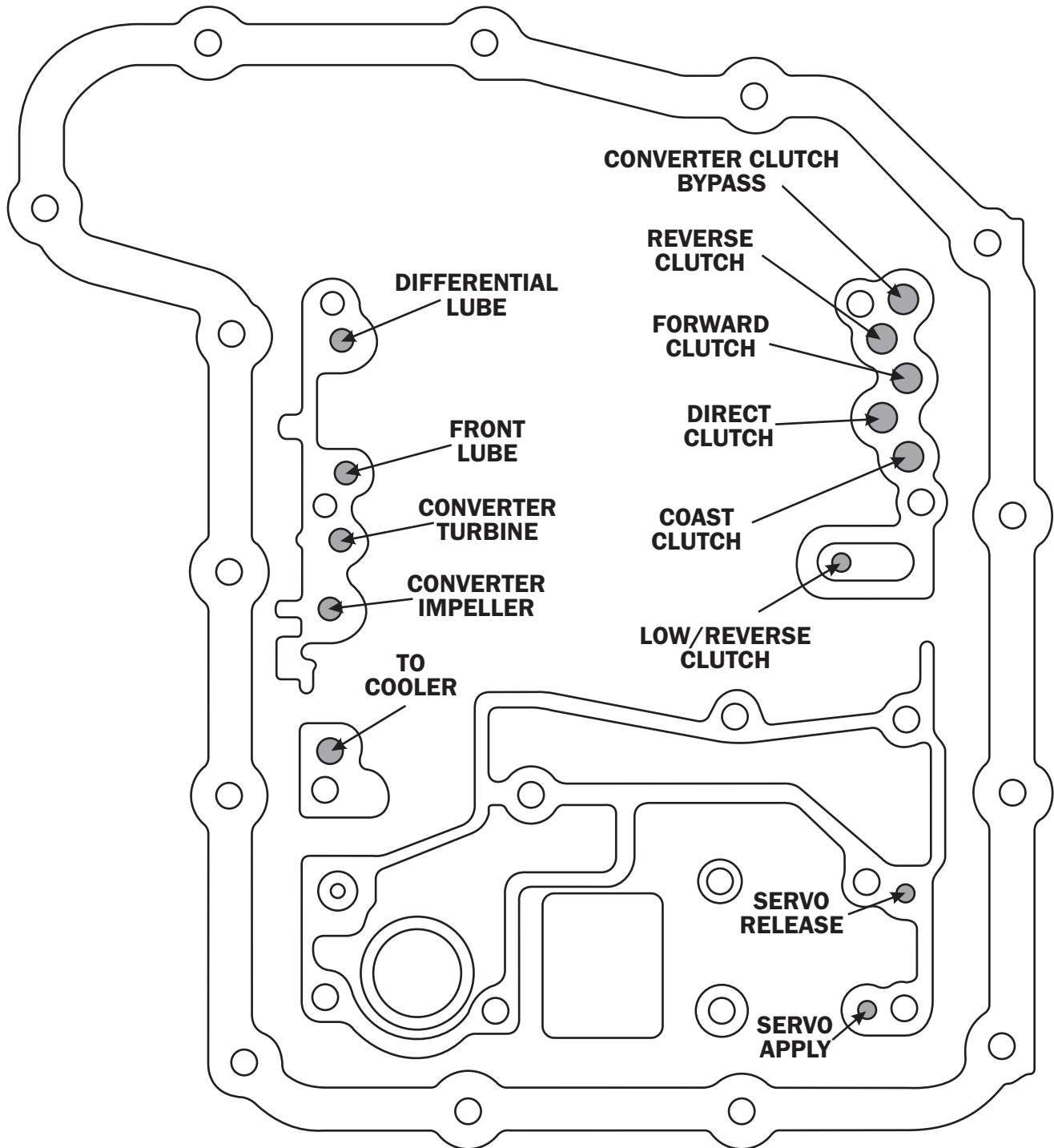


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FORD C6

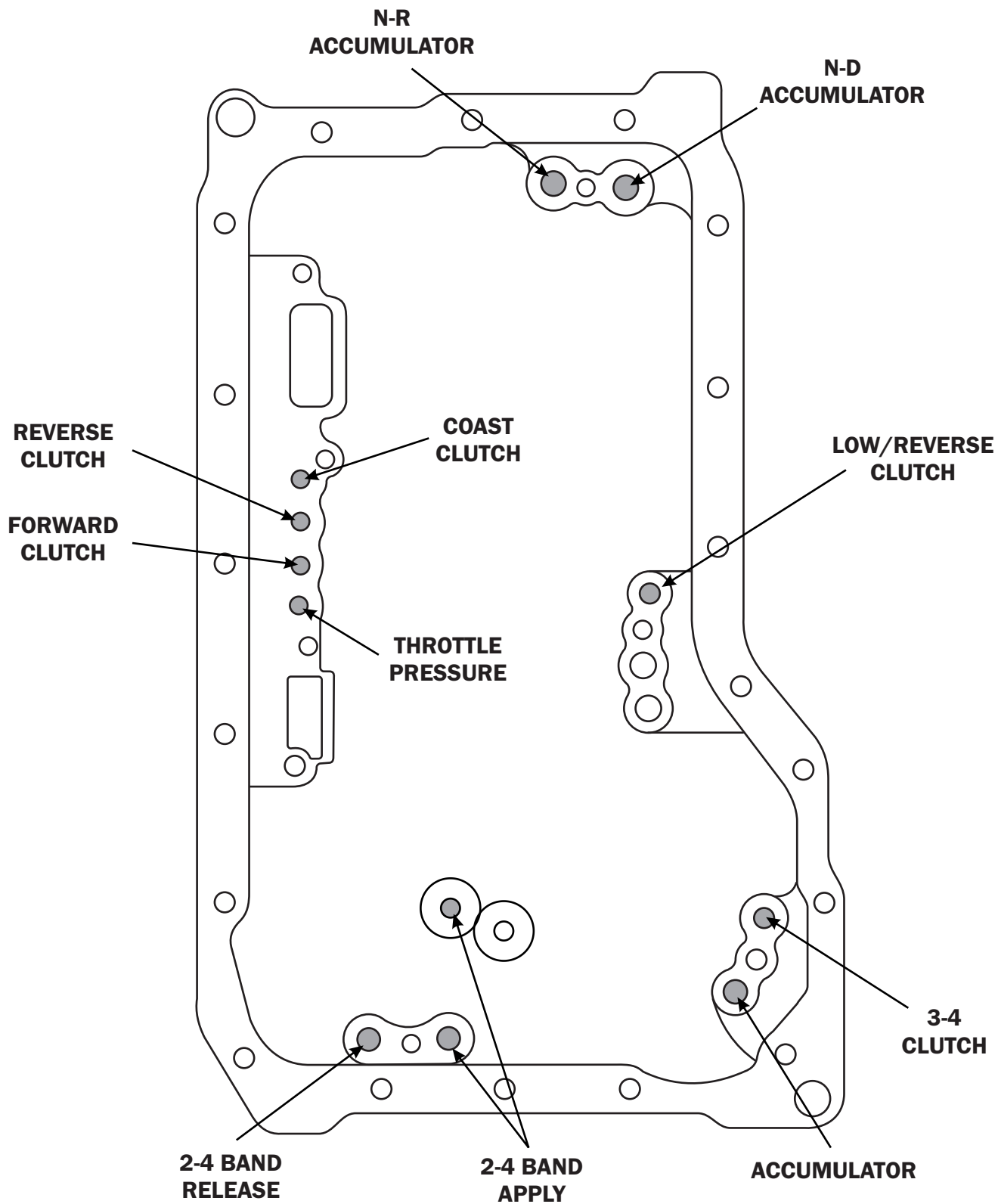


FORD CD4E



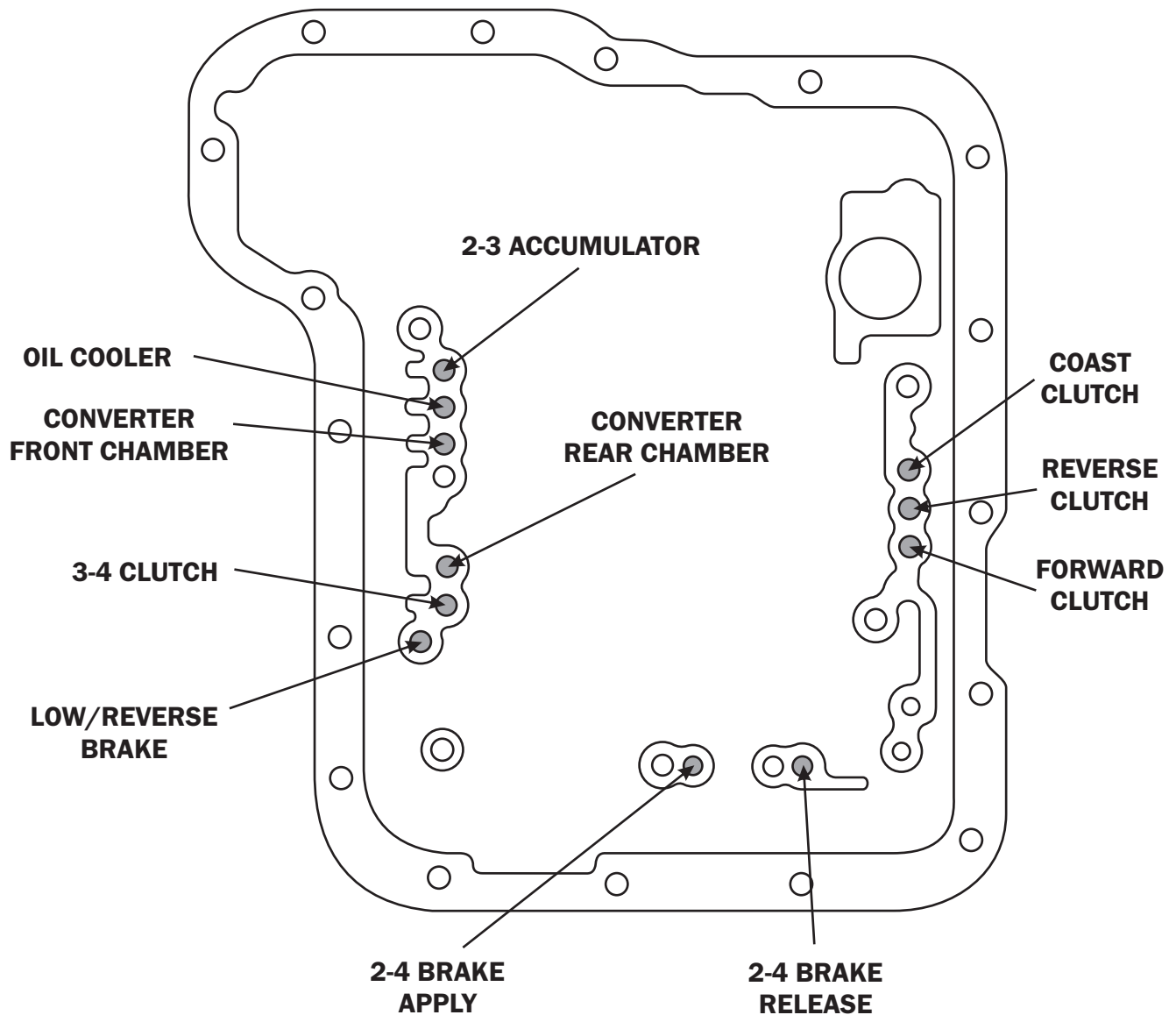
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FORD F4EAT / F4AEL / F4EIII



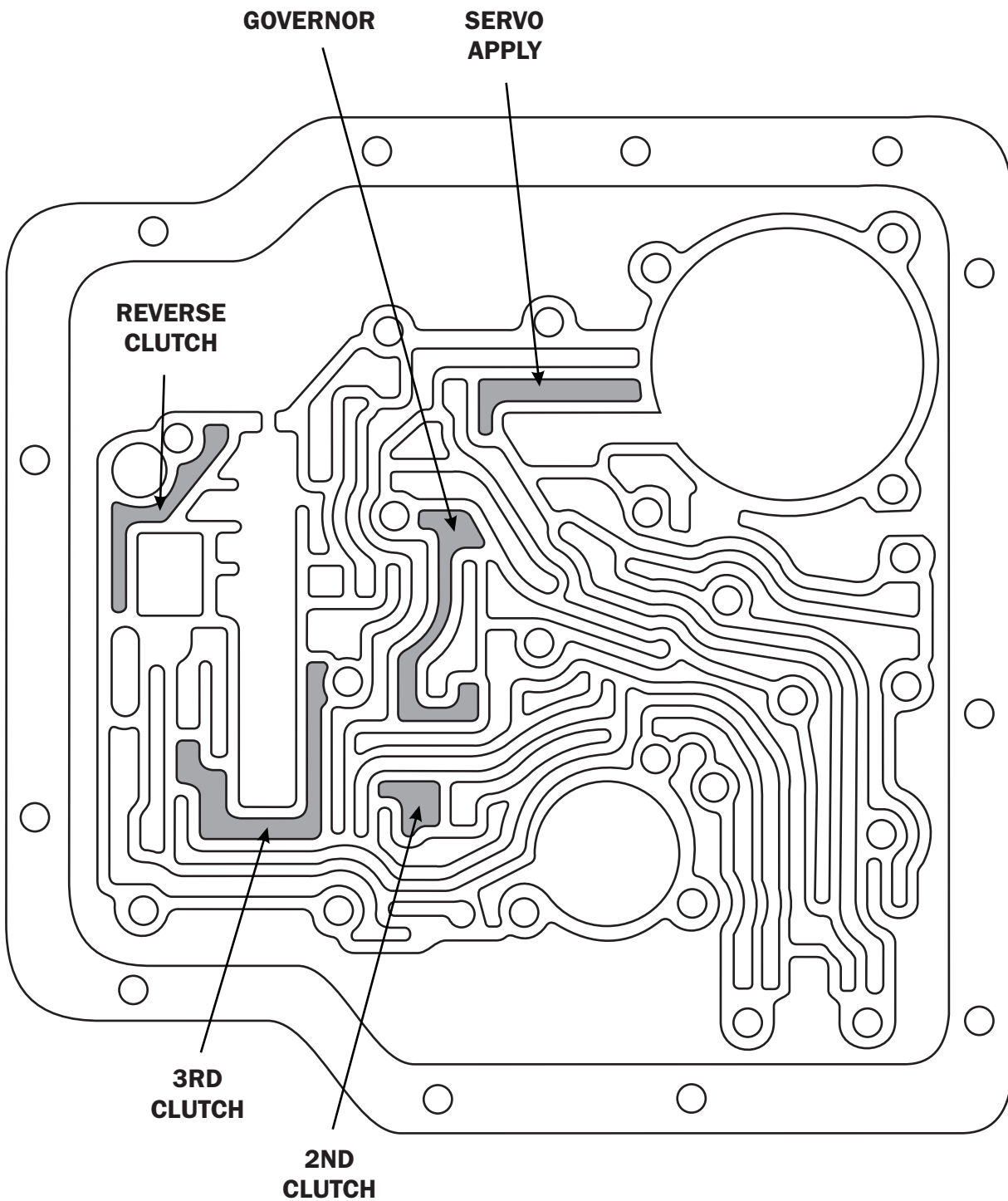
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FORD GF4AEL / GF4EAT / G4AEL / G4AHL



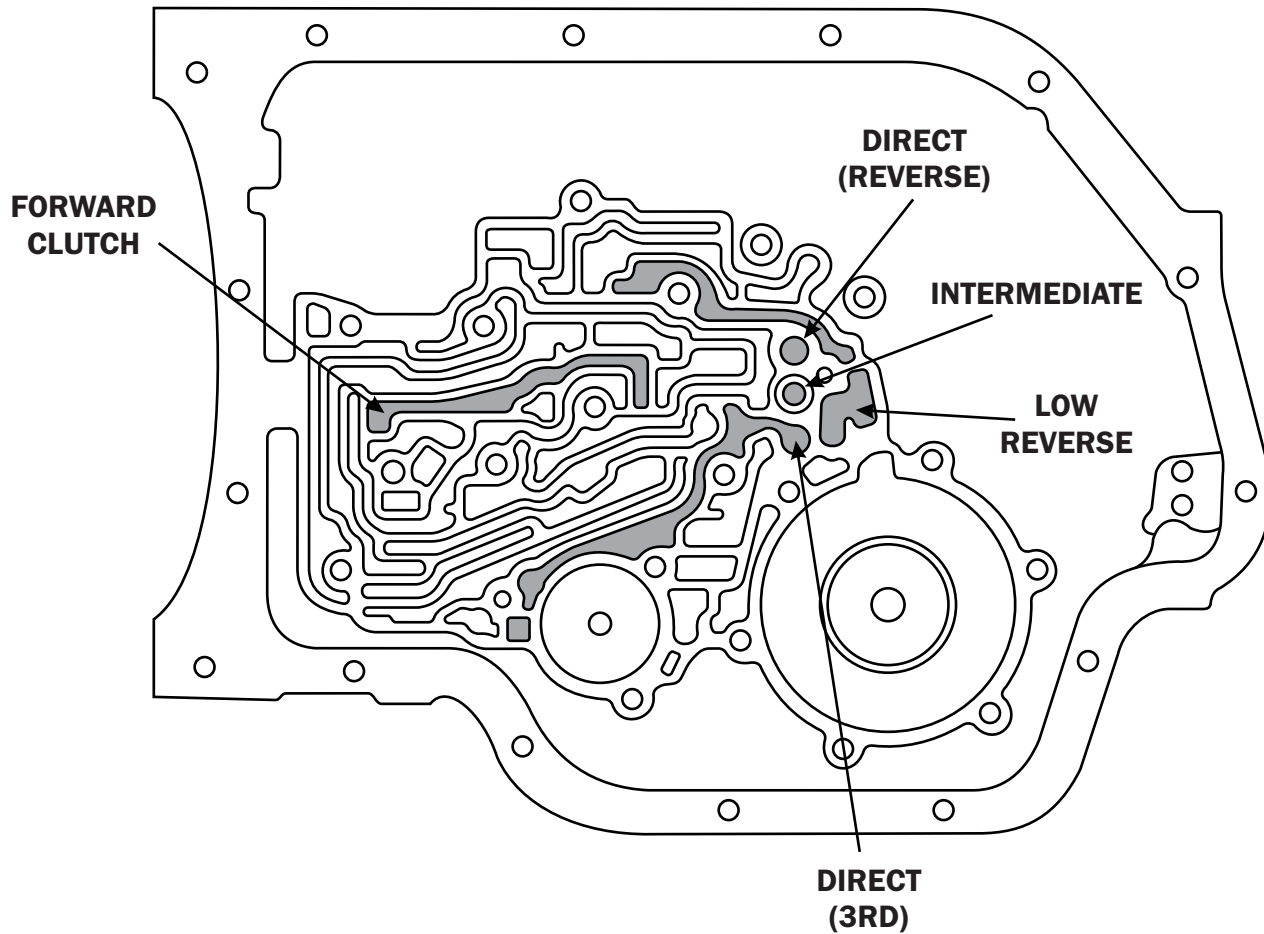
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GM 3L30 / 180C



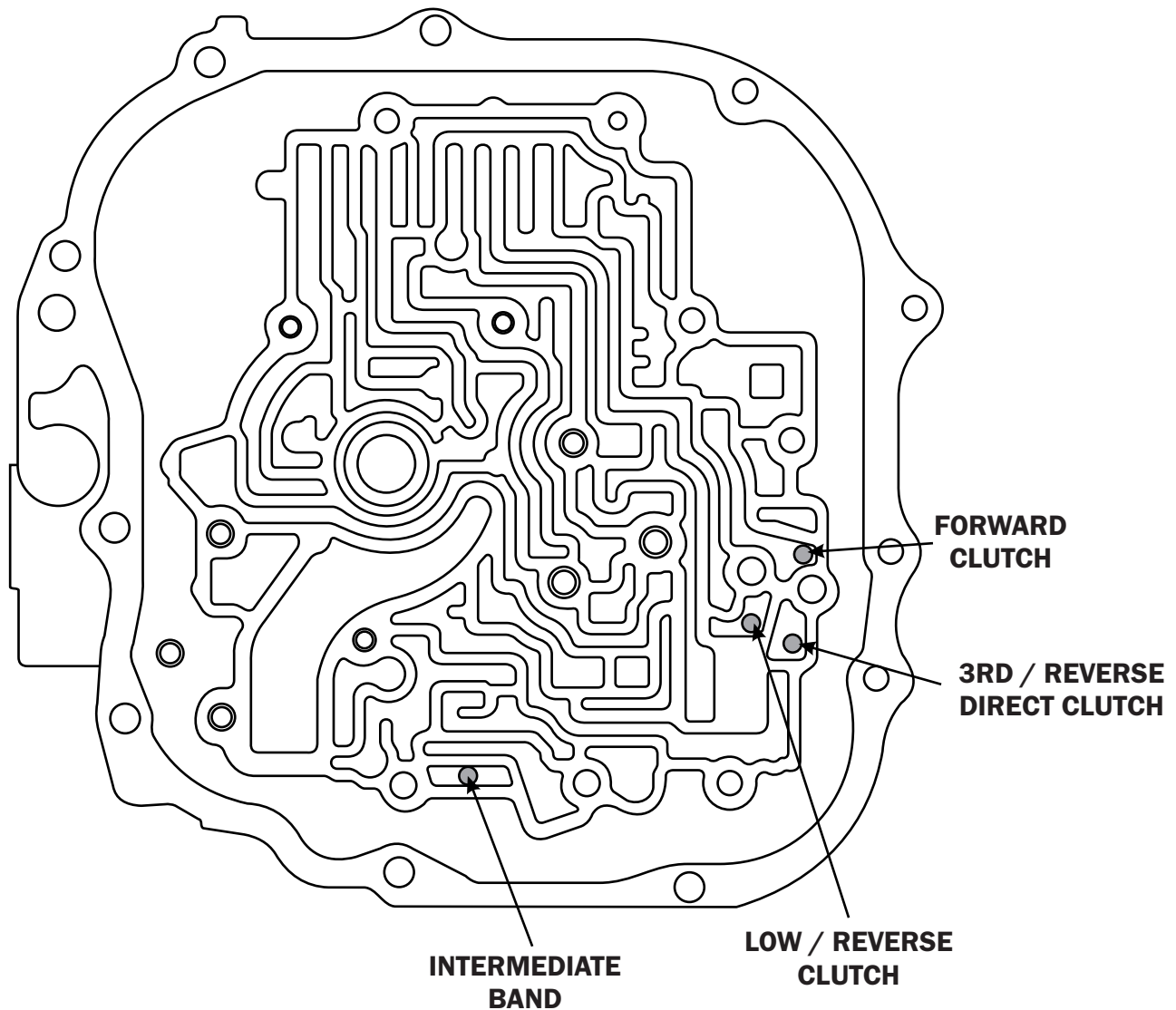
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GM 3L80 / 400



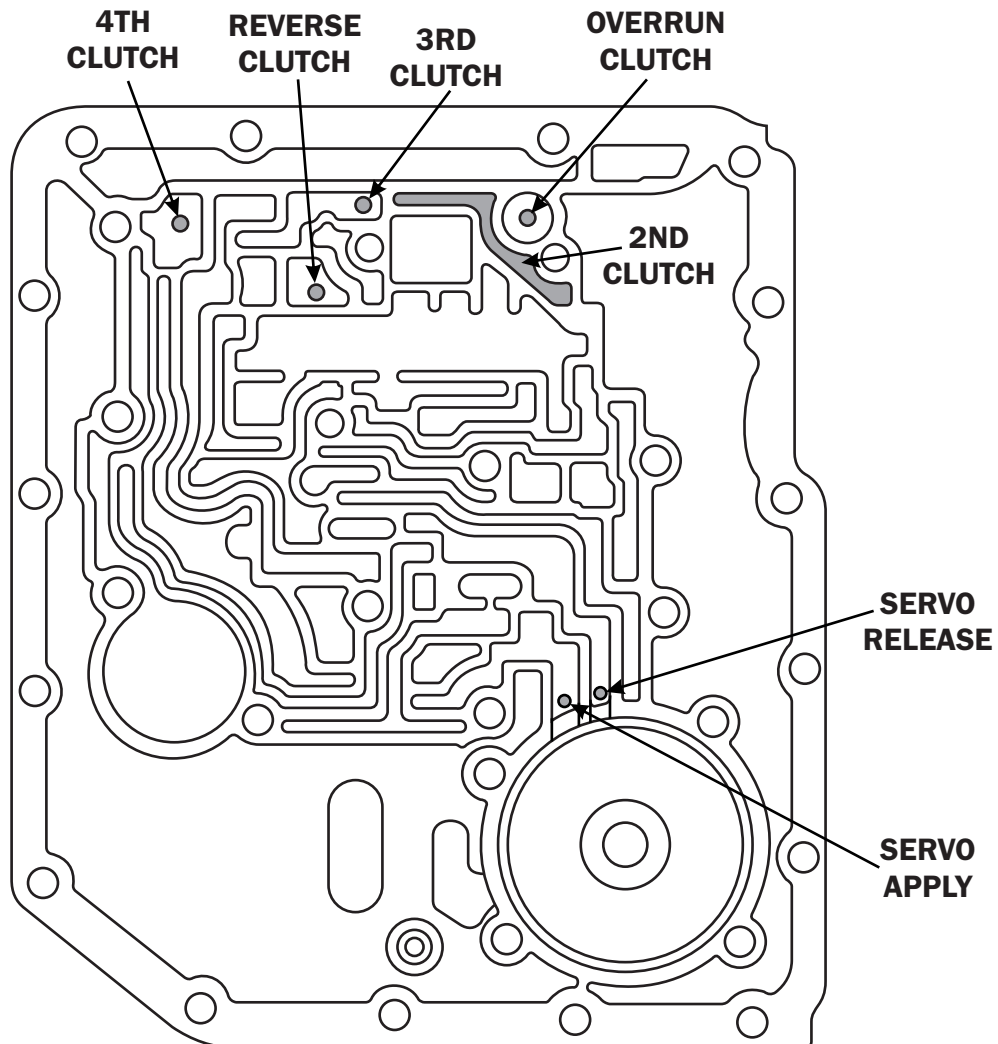
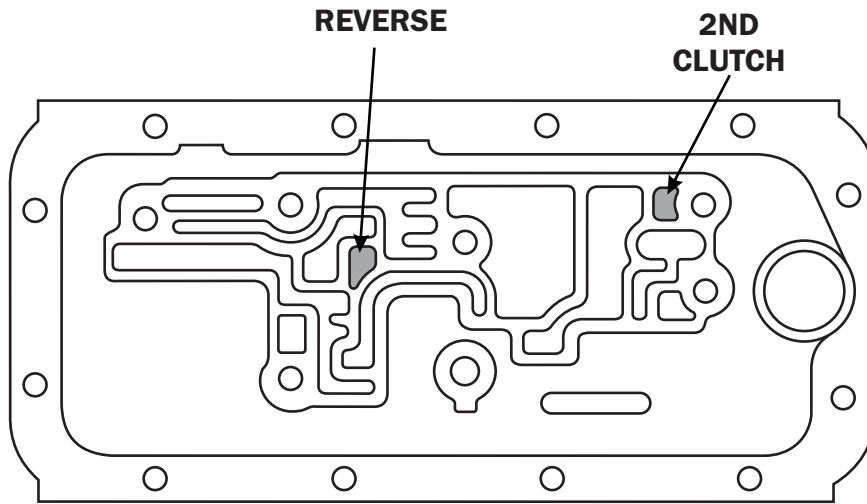
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GM 3T40 / 125C



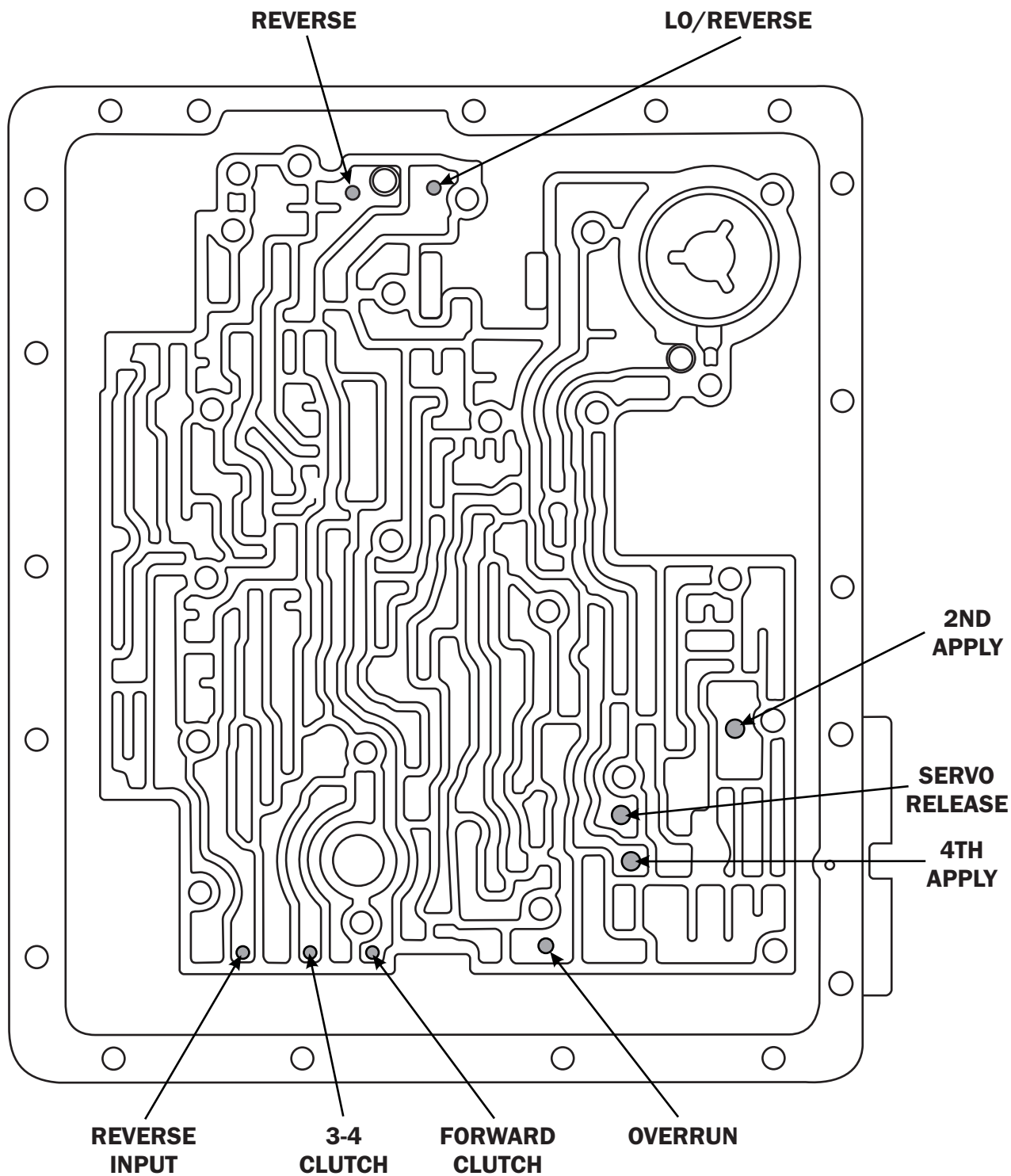
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GM 4L30E



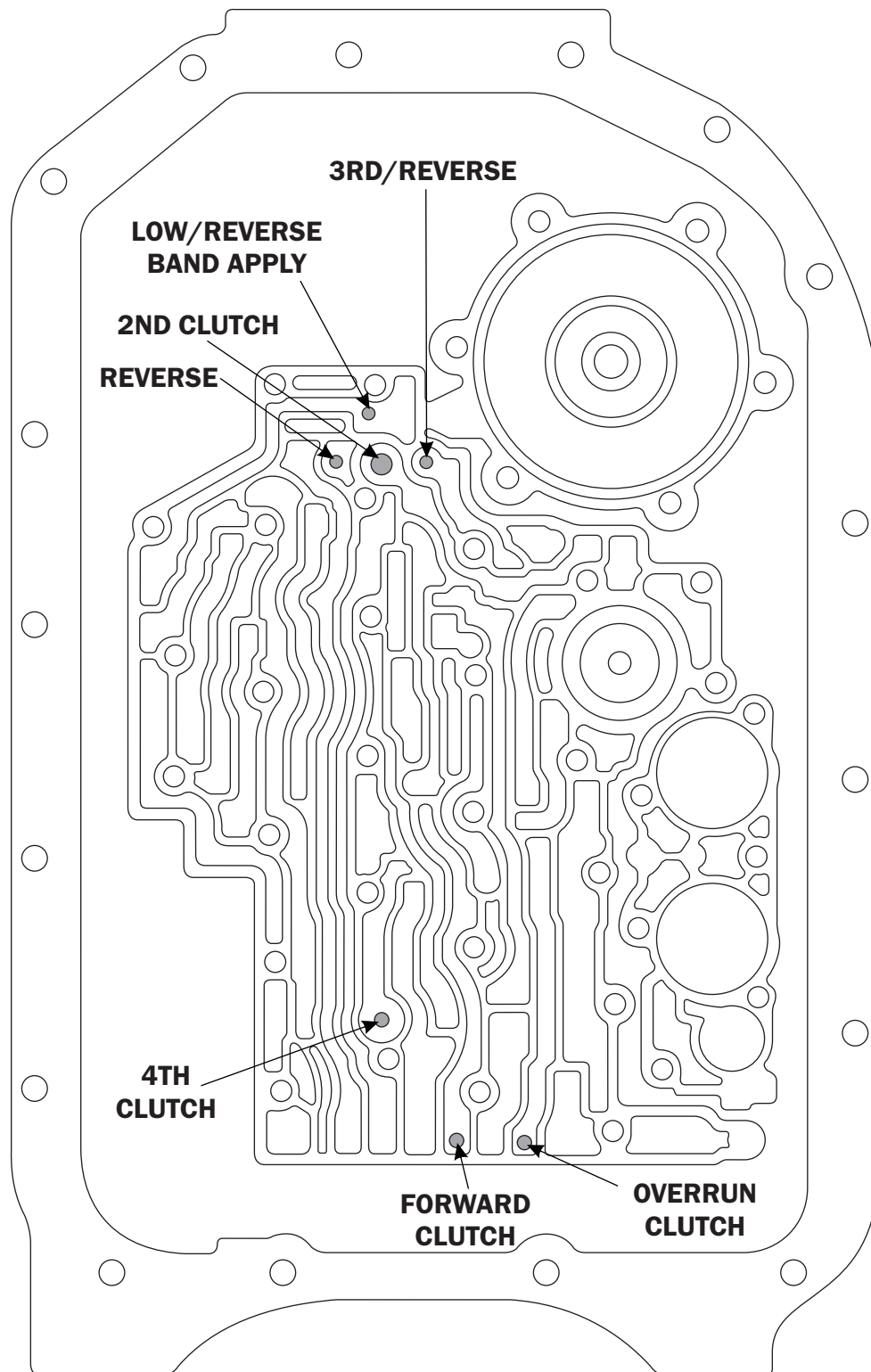
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GM 4L60 / 65 / 70E



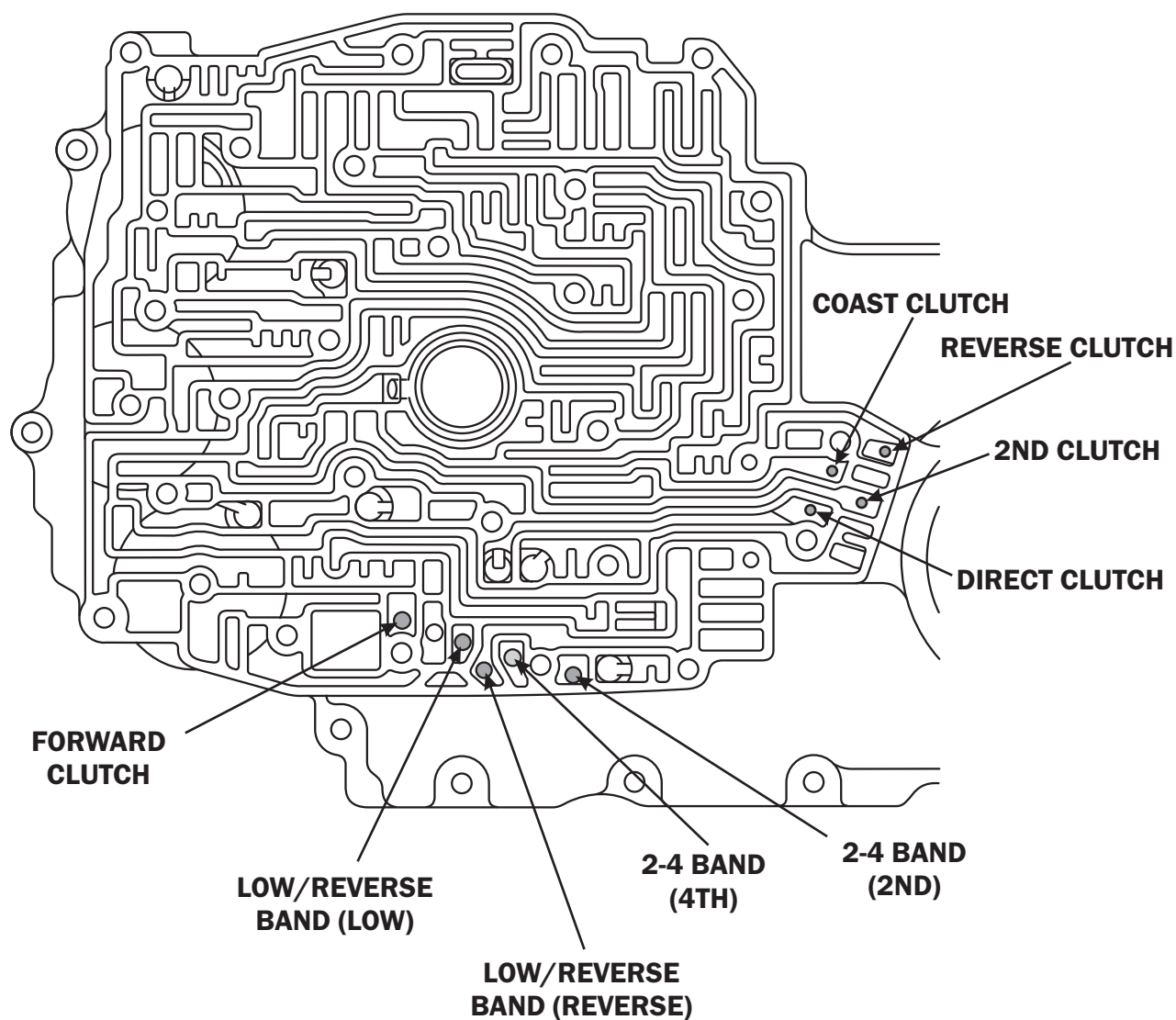
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GM 4L80E



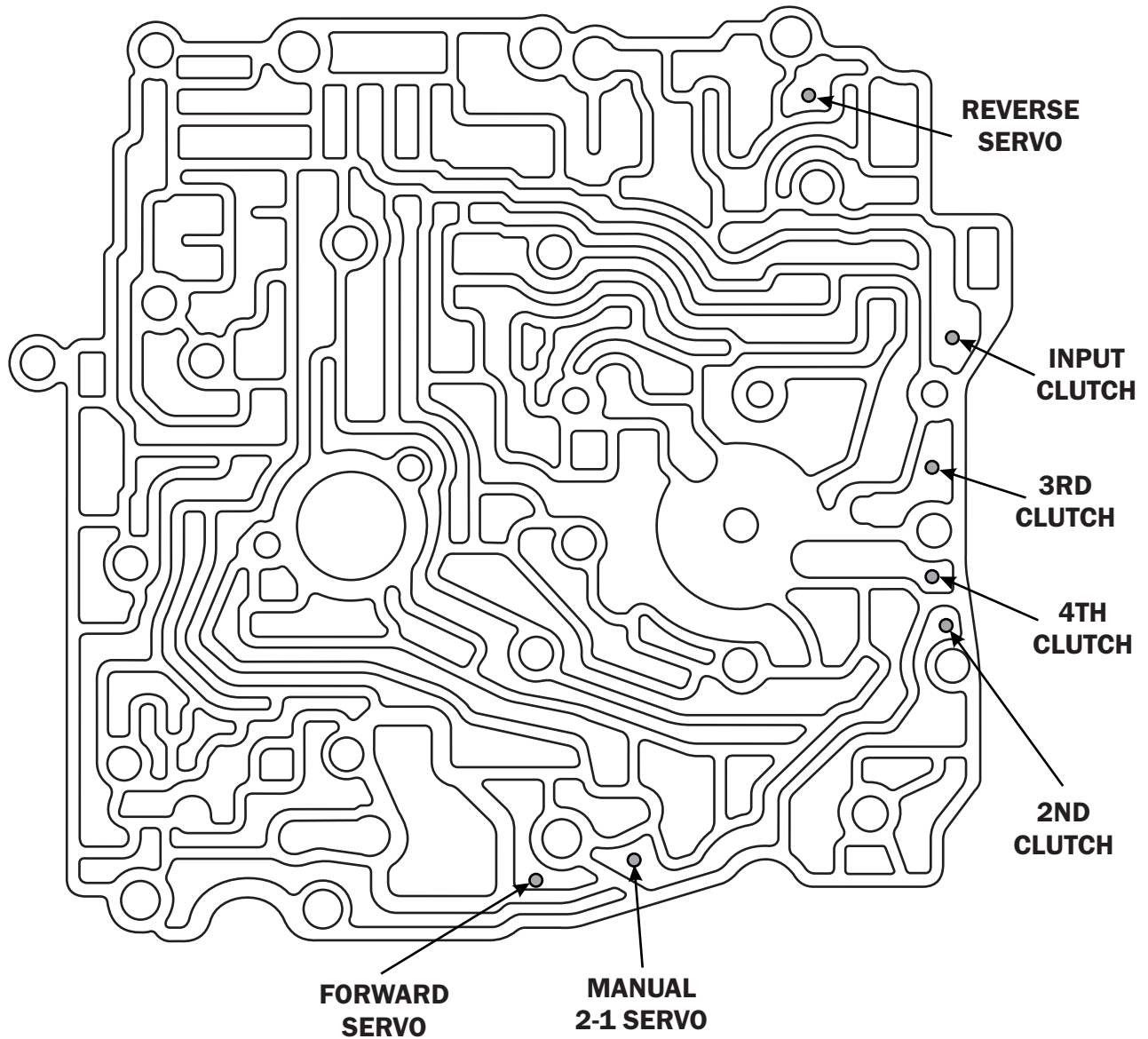
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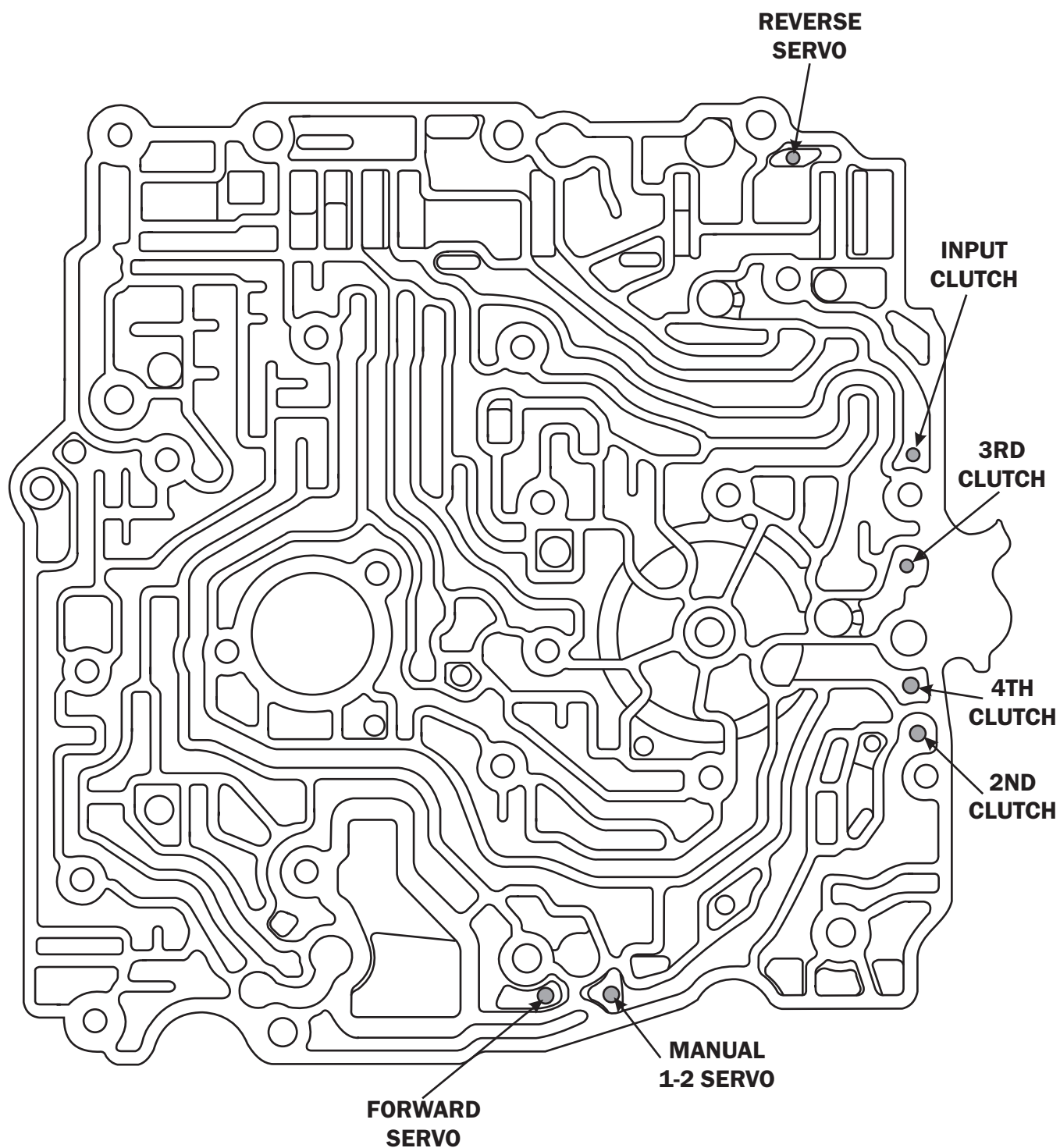
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GM 4T60E



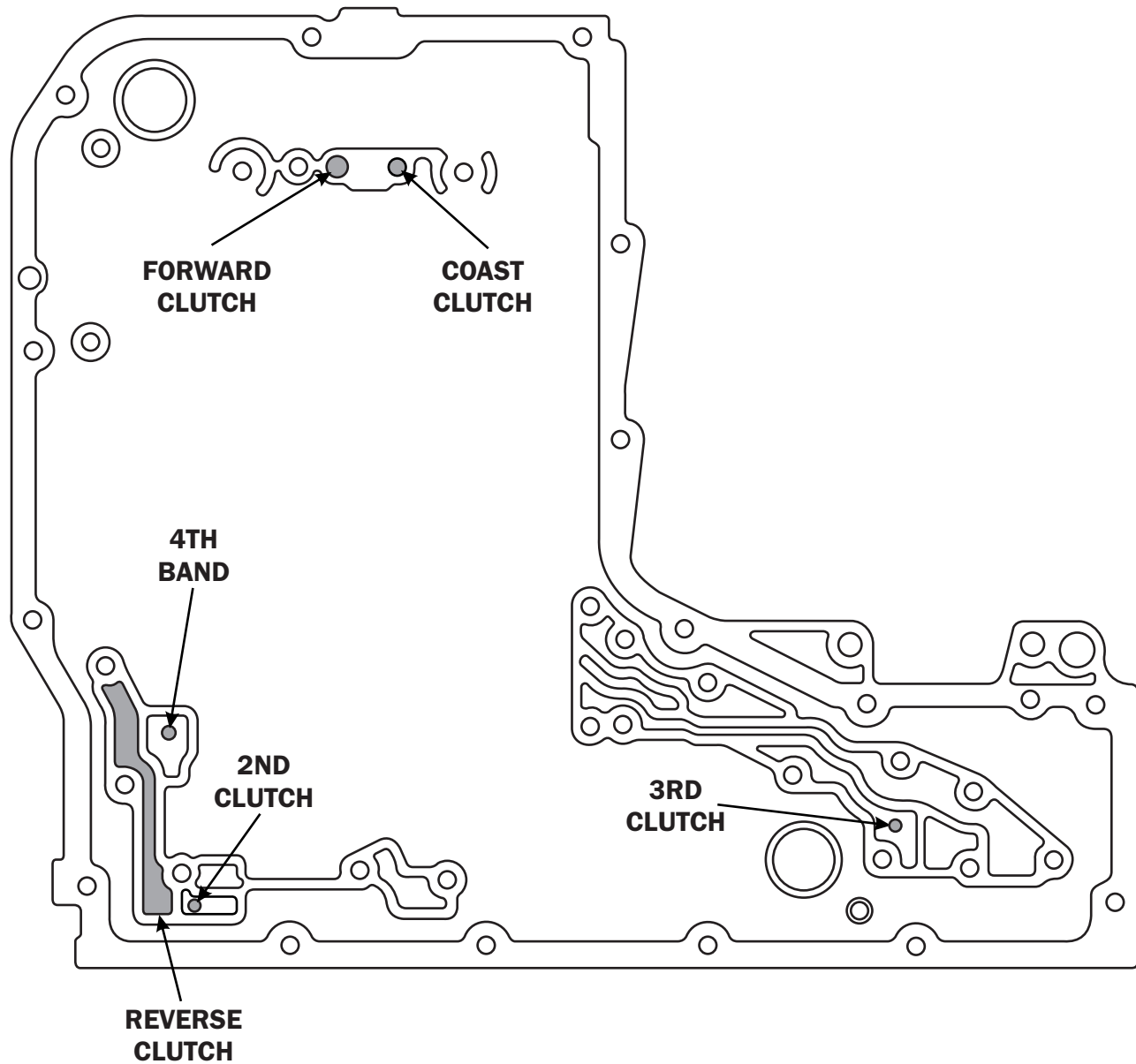
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GM 4T65E



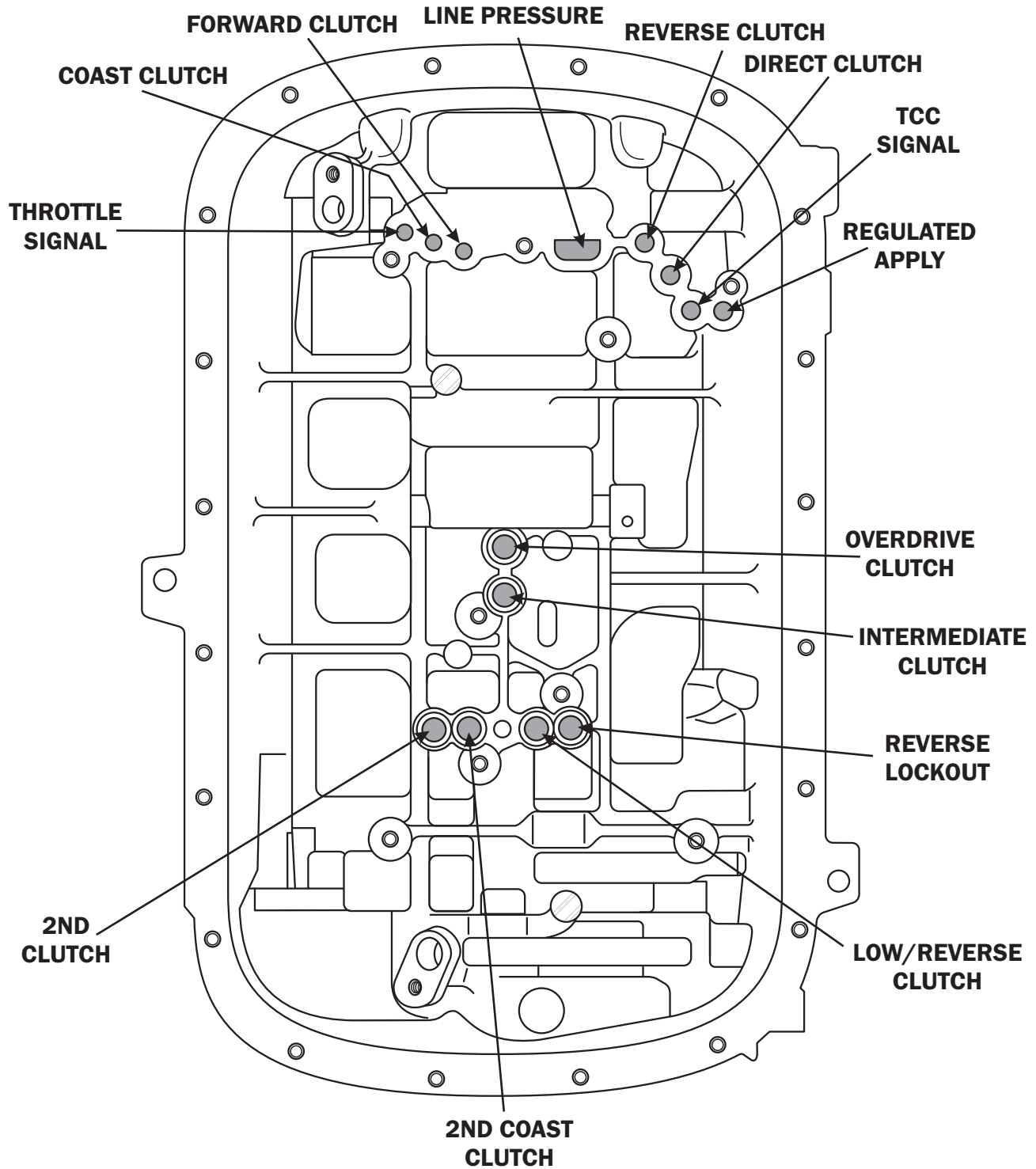
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GM 4T80E



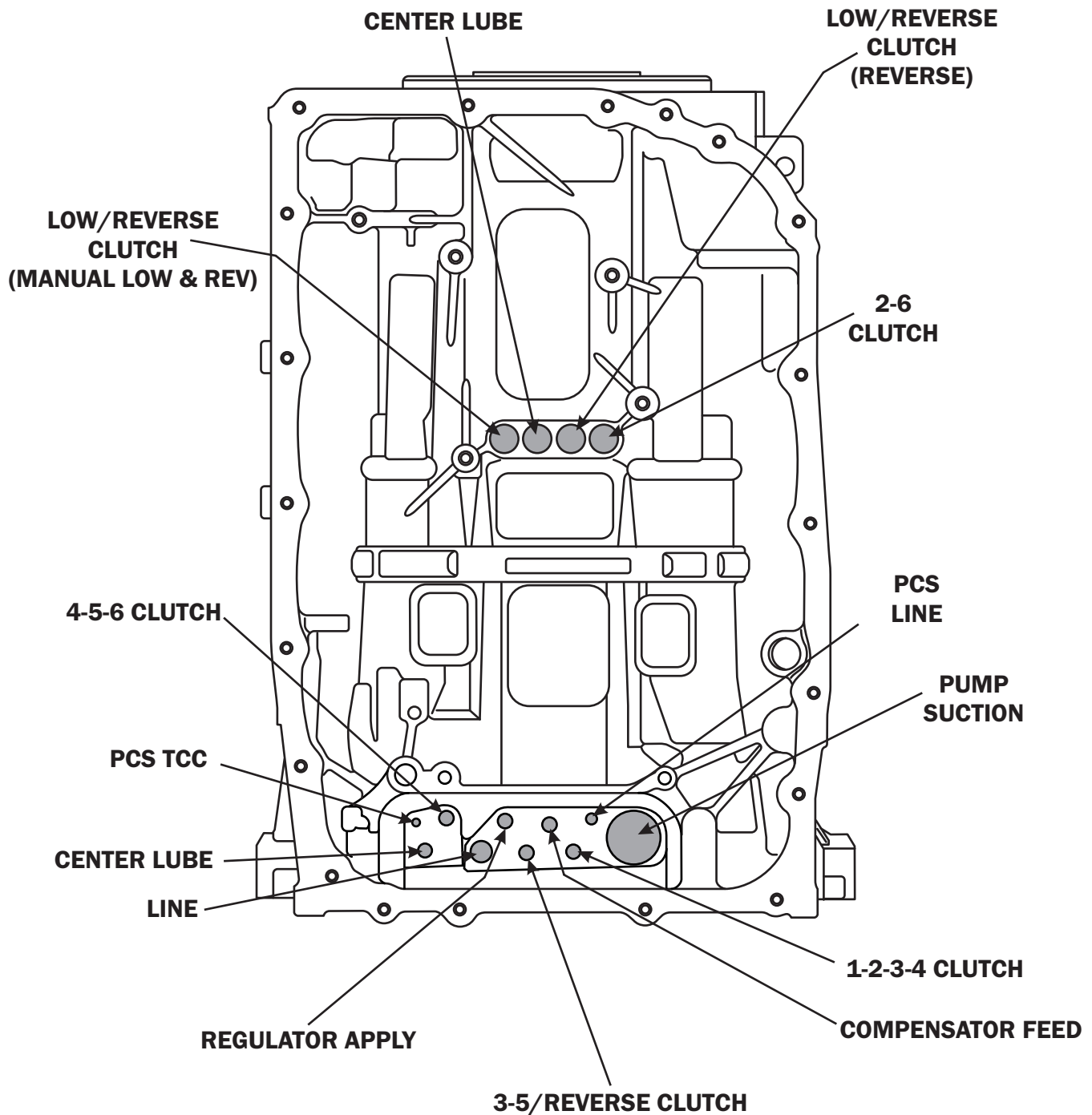
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GM 5L40E

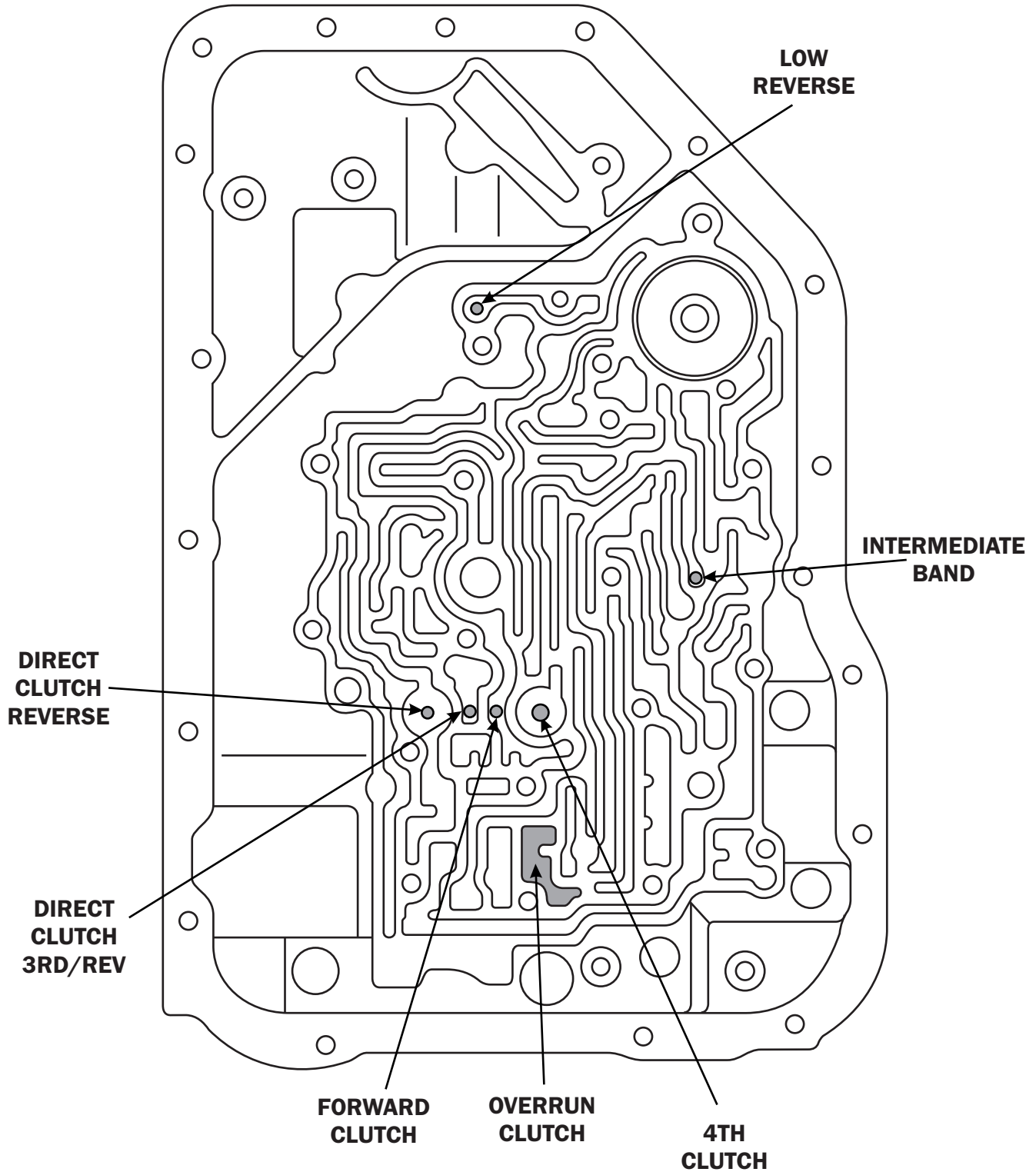


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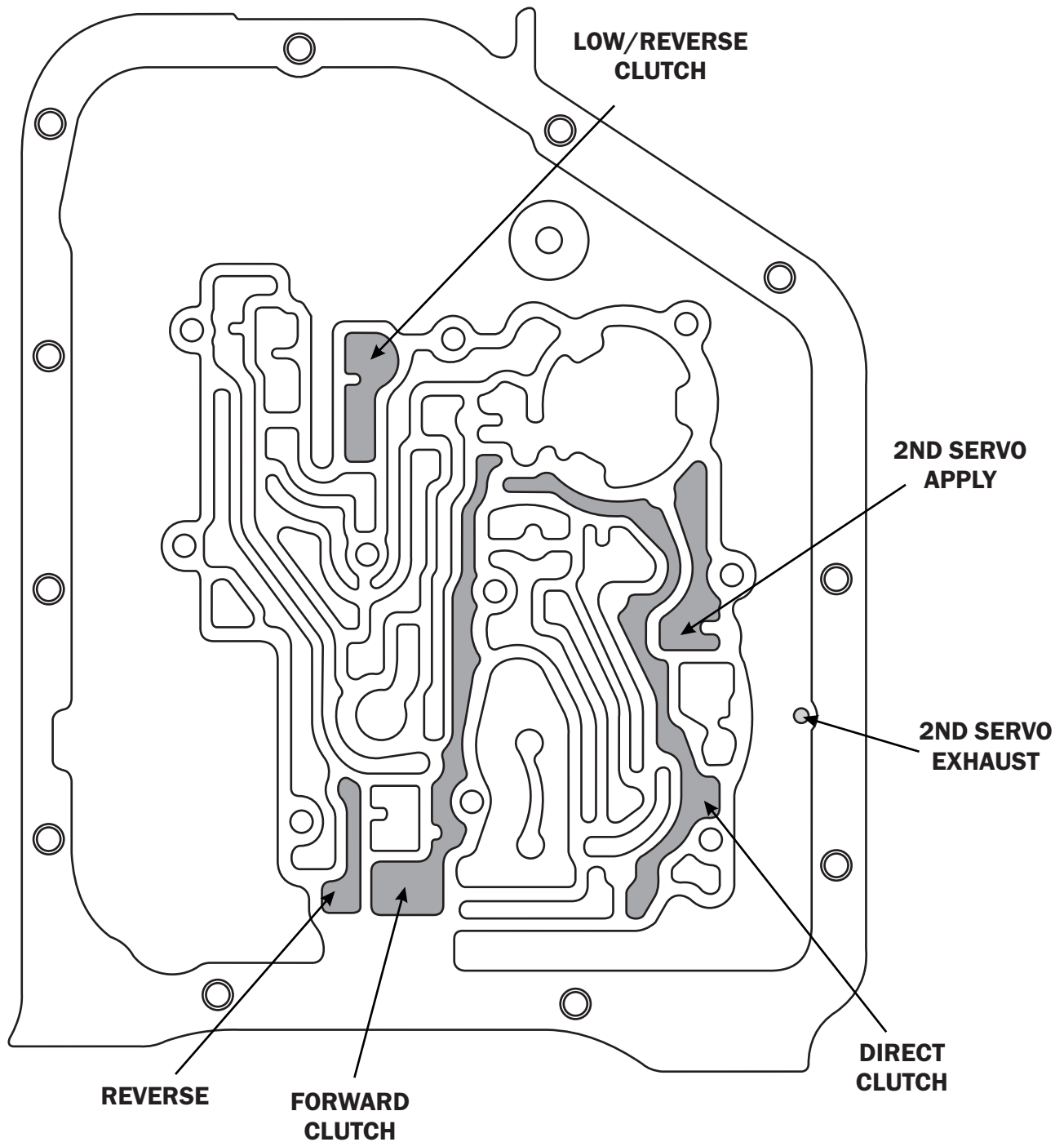


GM 2004R



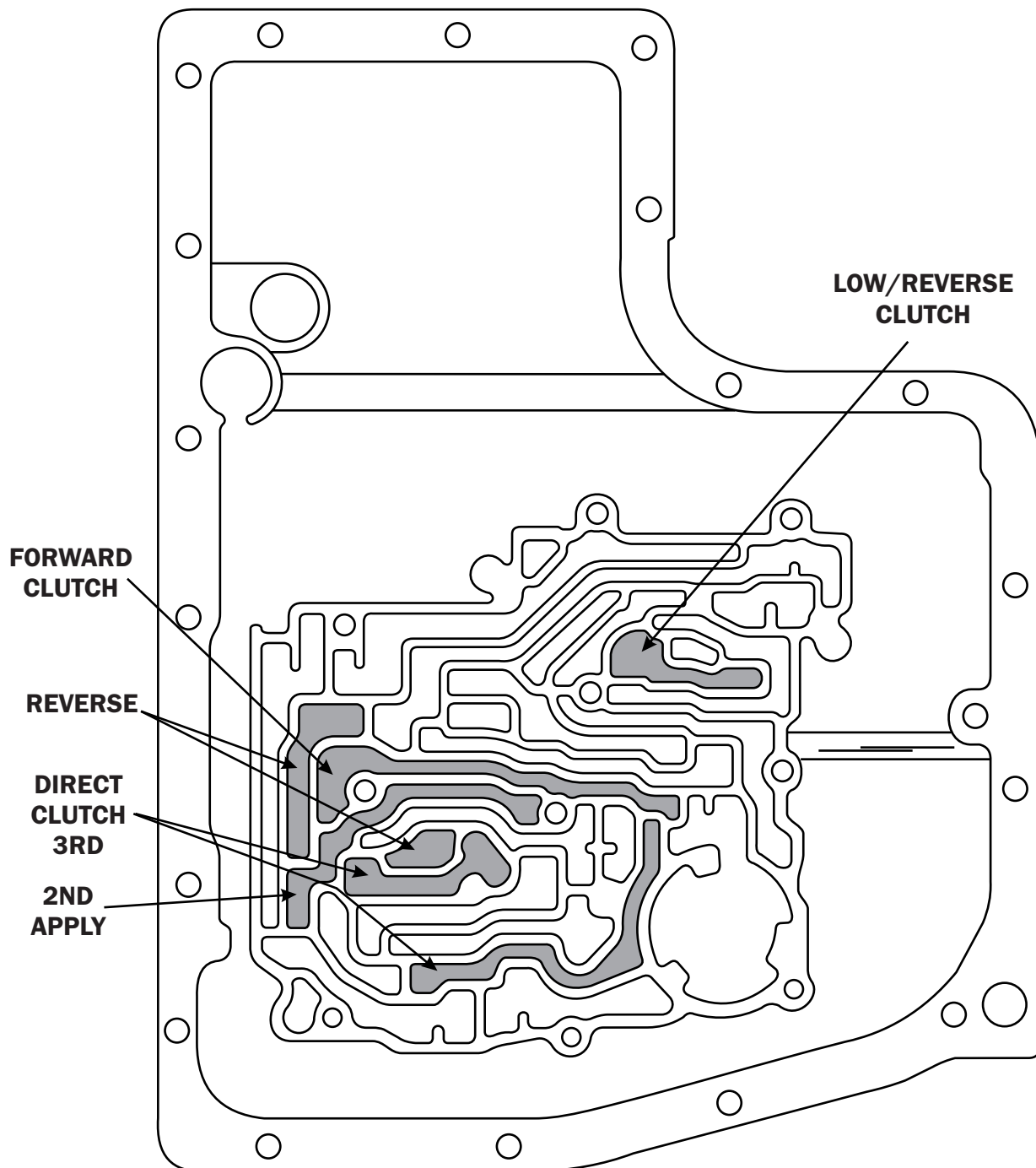
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GM 200C



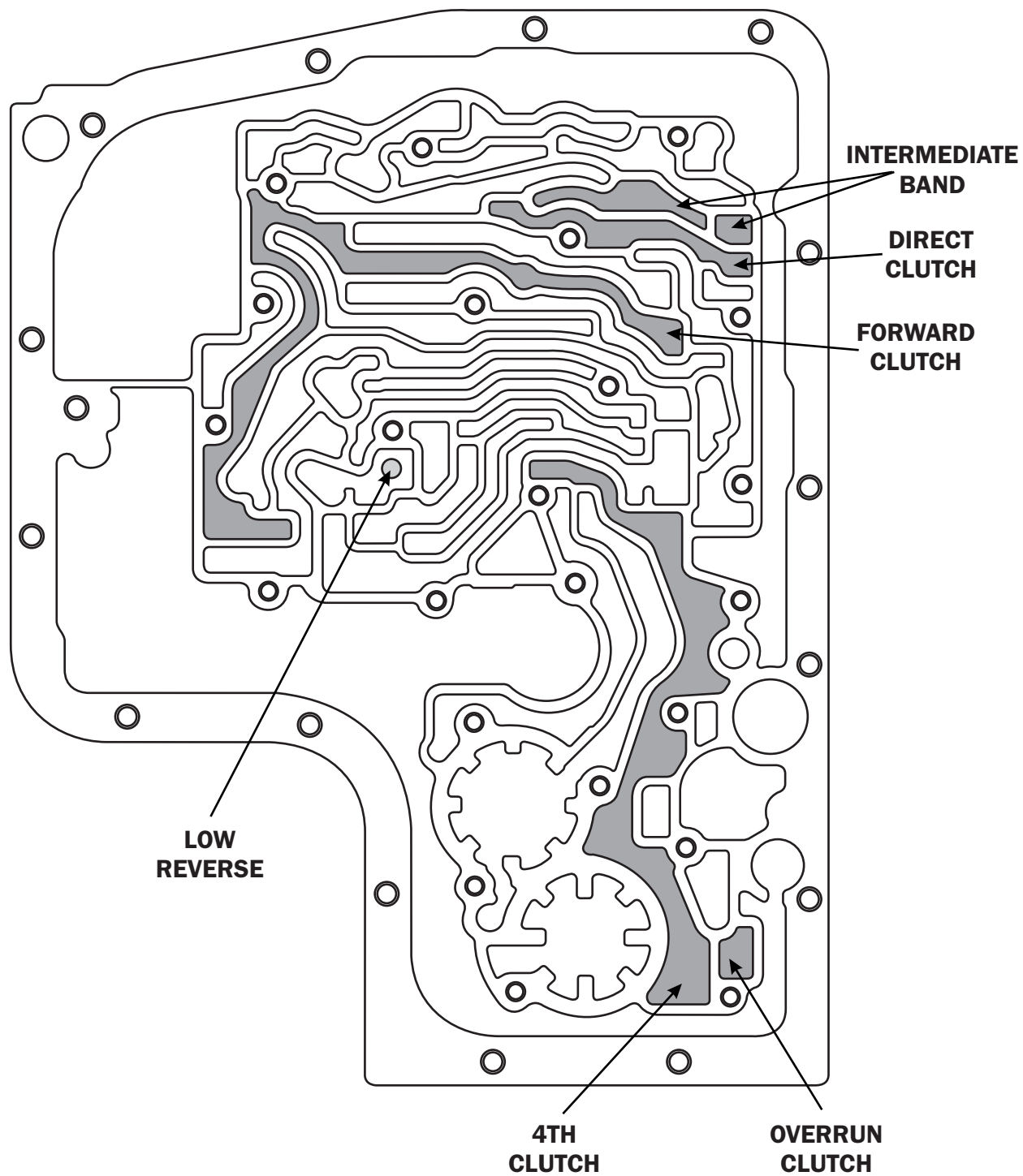
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GM 325



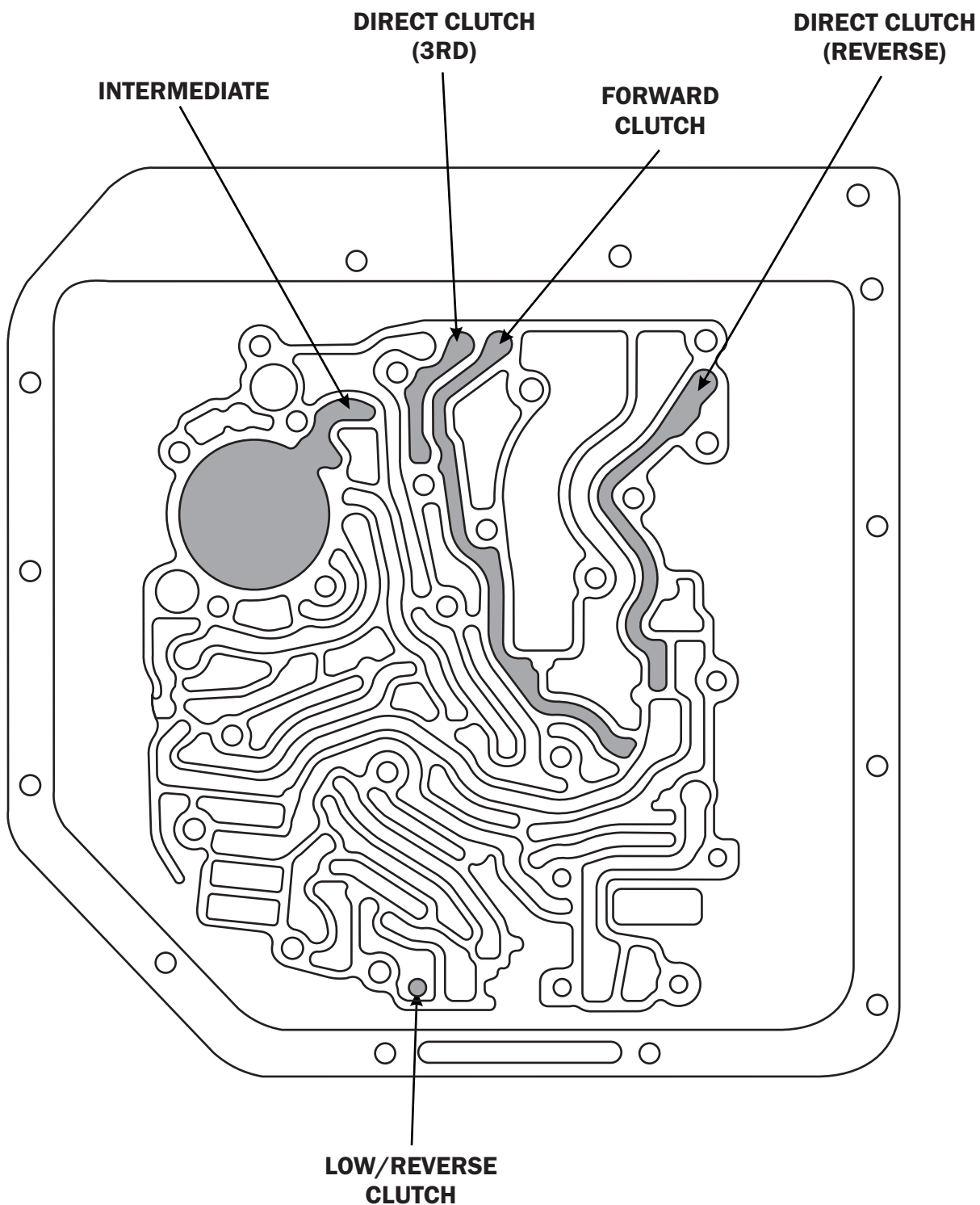
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GM 325-4L



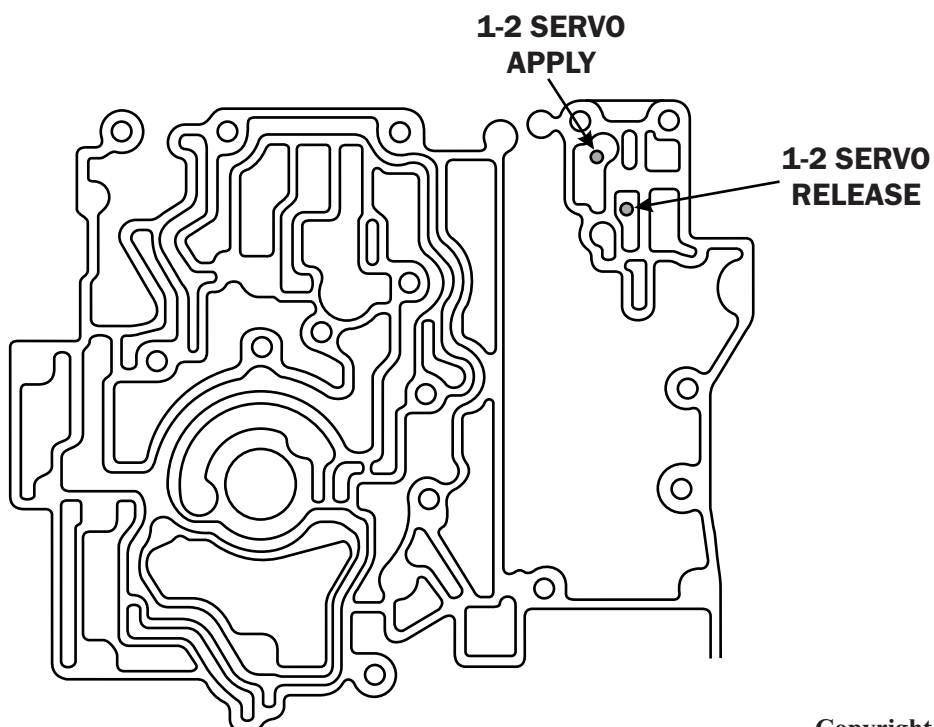
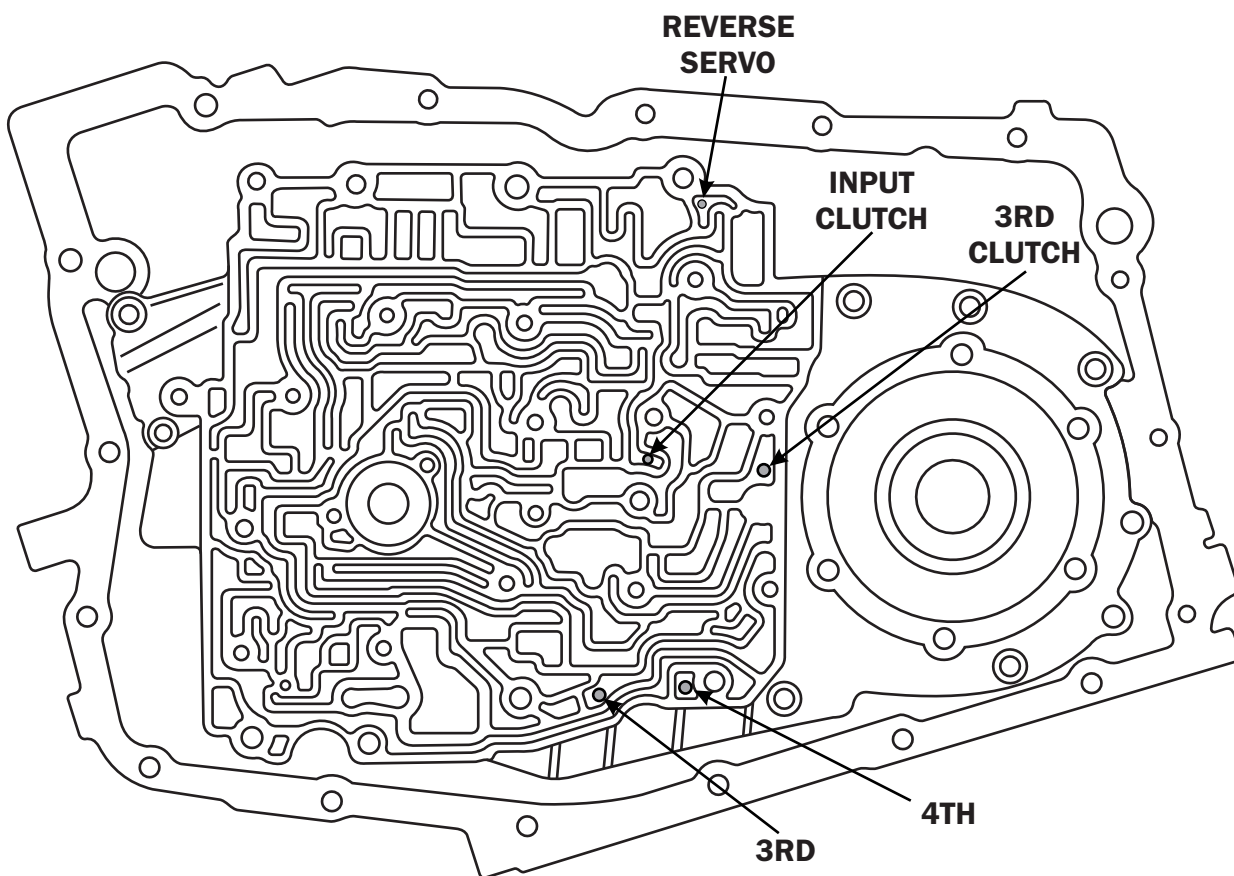
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GM 350C



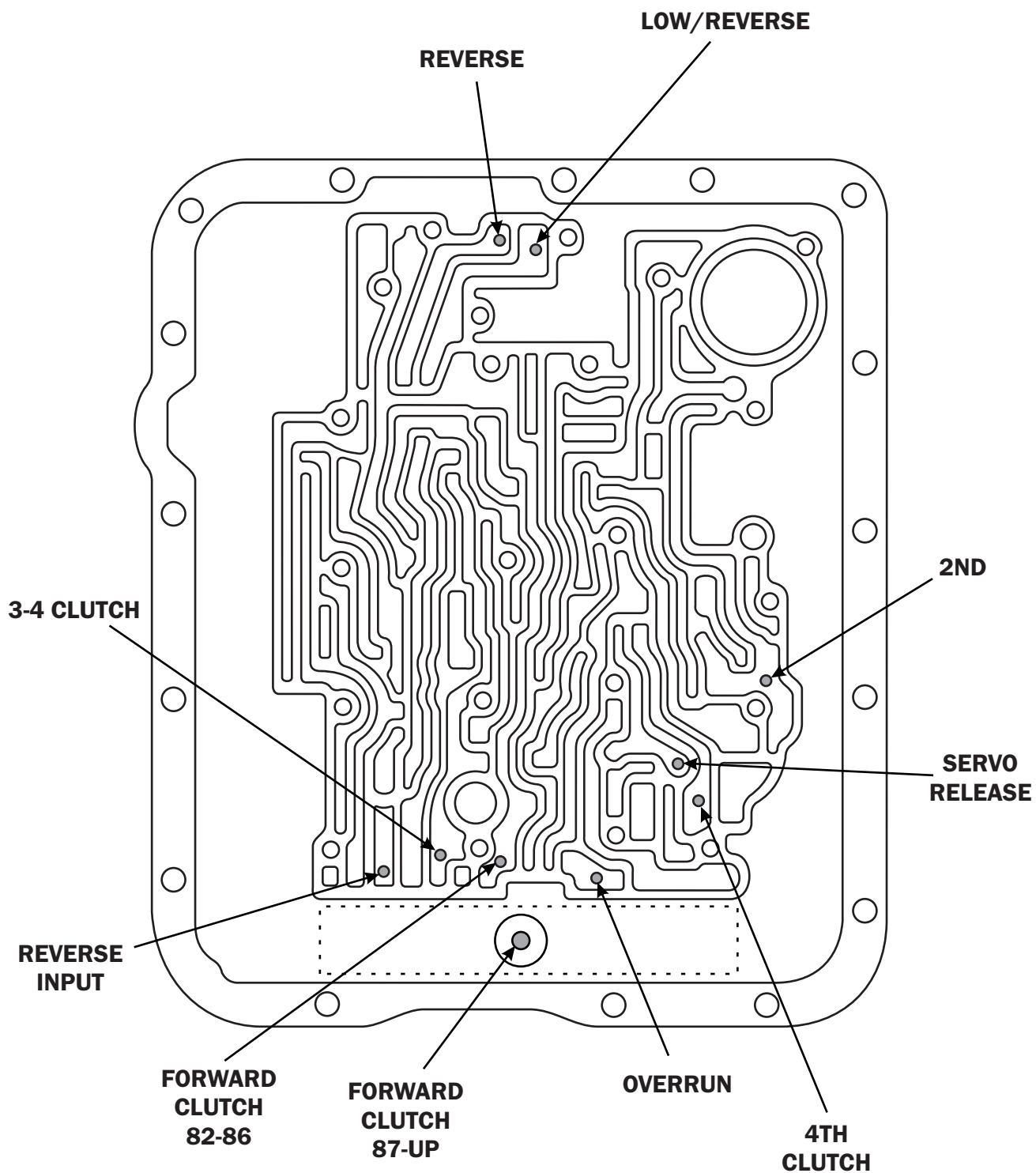
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GM 440-T4 / 4T60



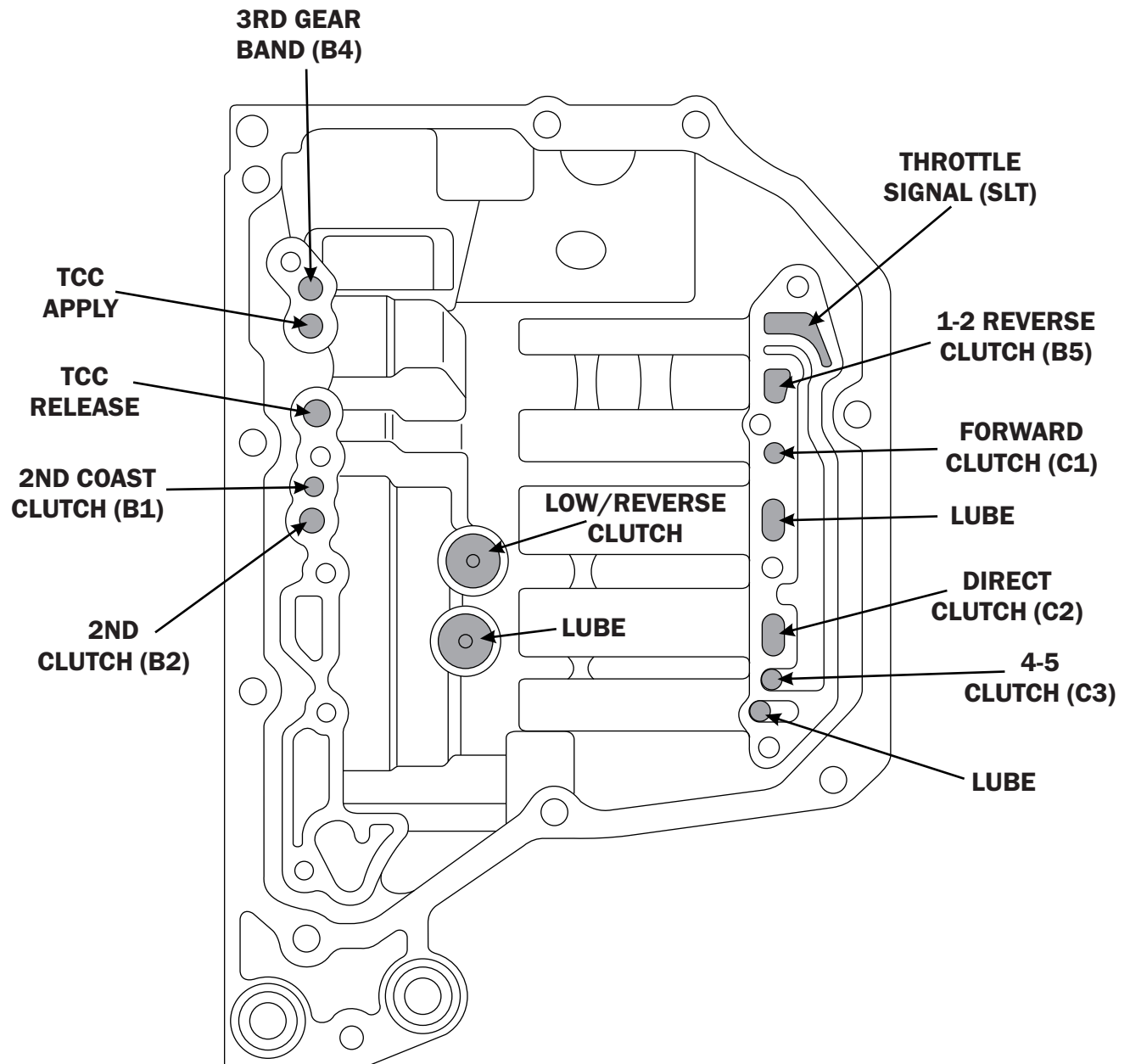
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GM 700-R4 / 4L60

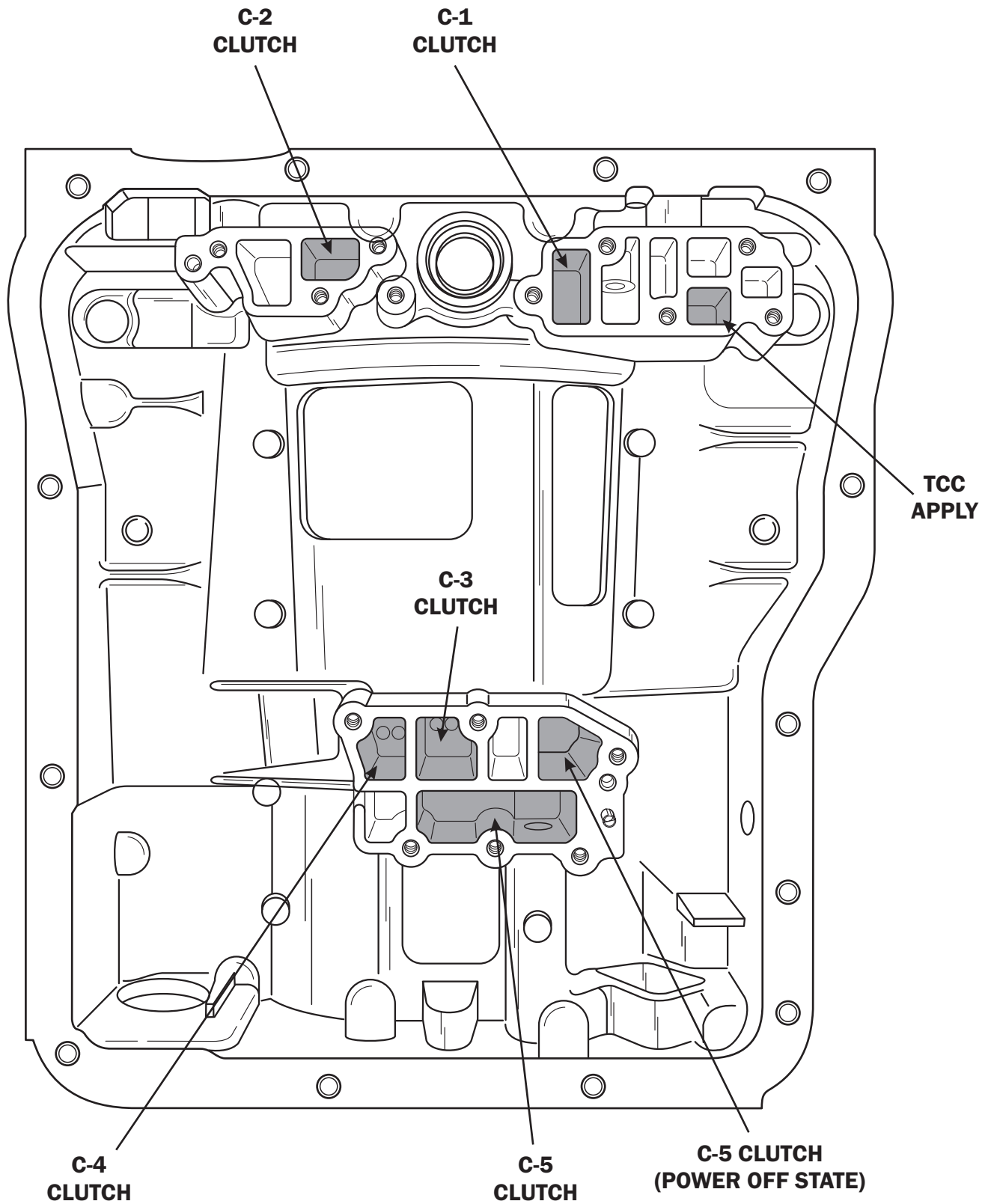


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AF-33-5 / AW55-50

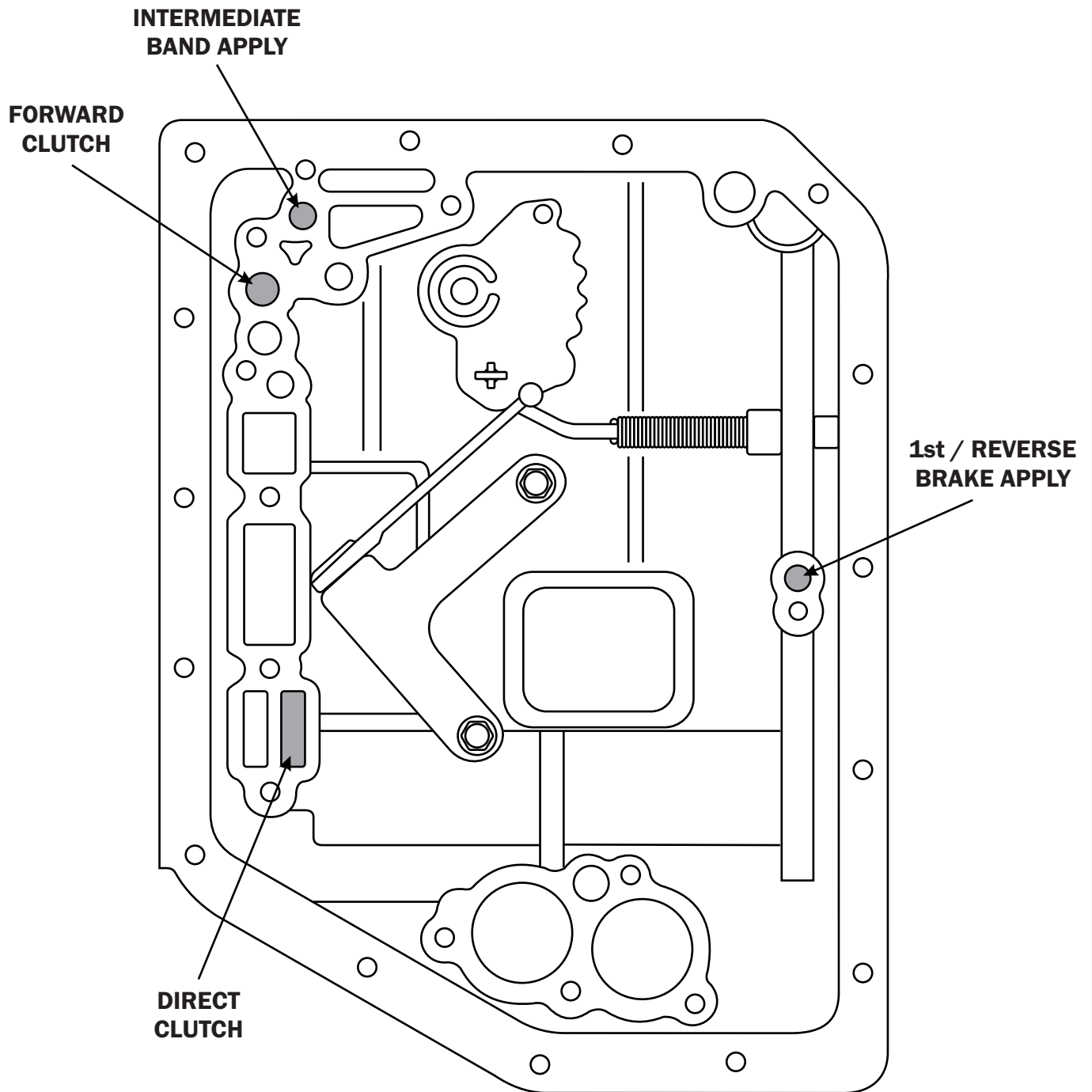


ALLISON 1000/2000



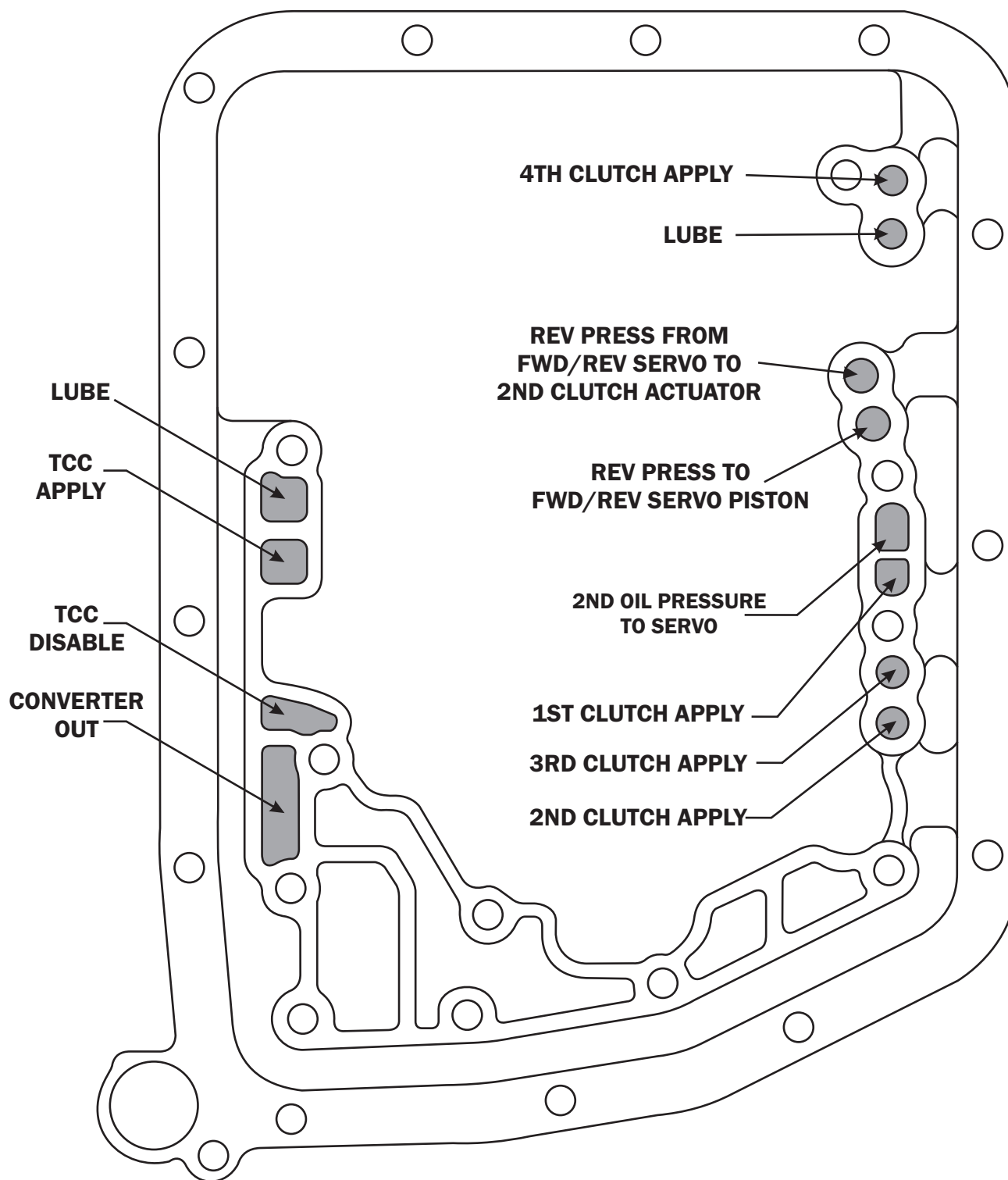
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MX-17



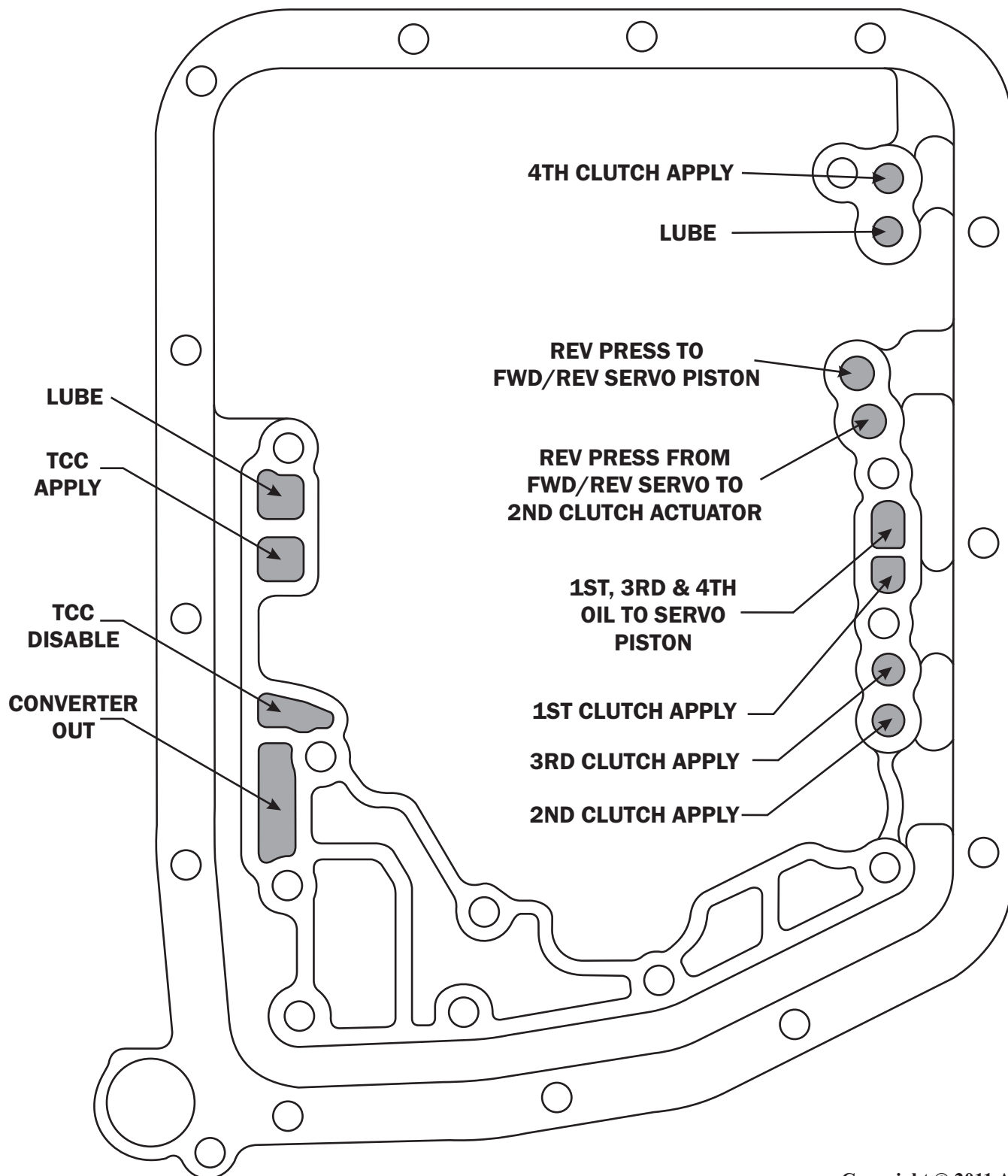
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SATURN 1ST DESIGN



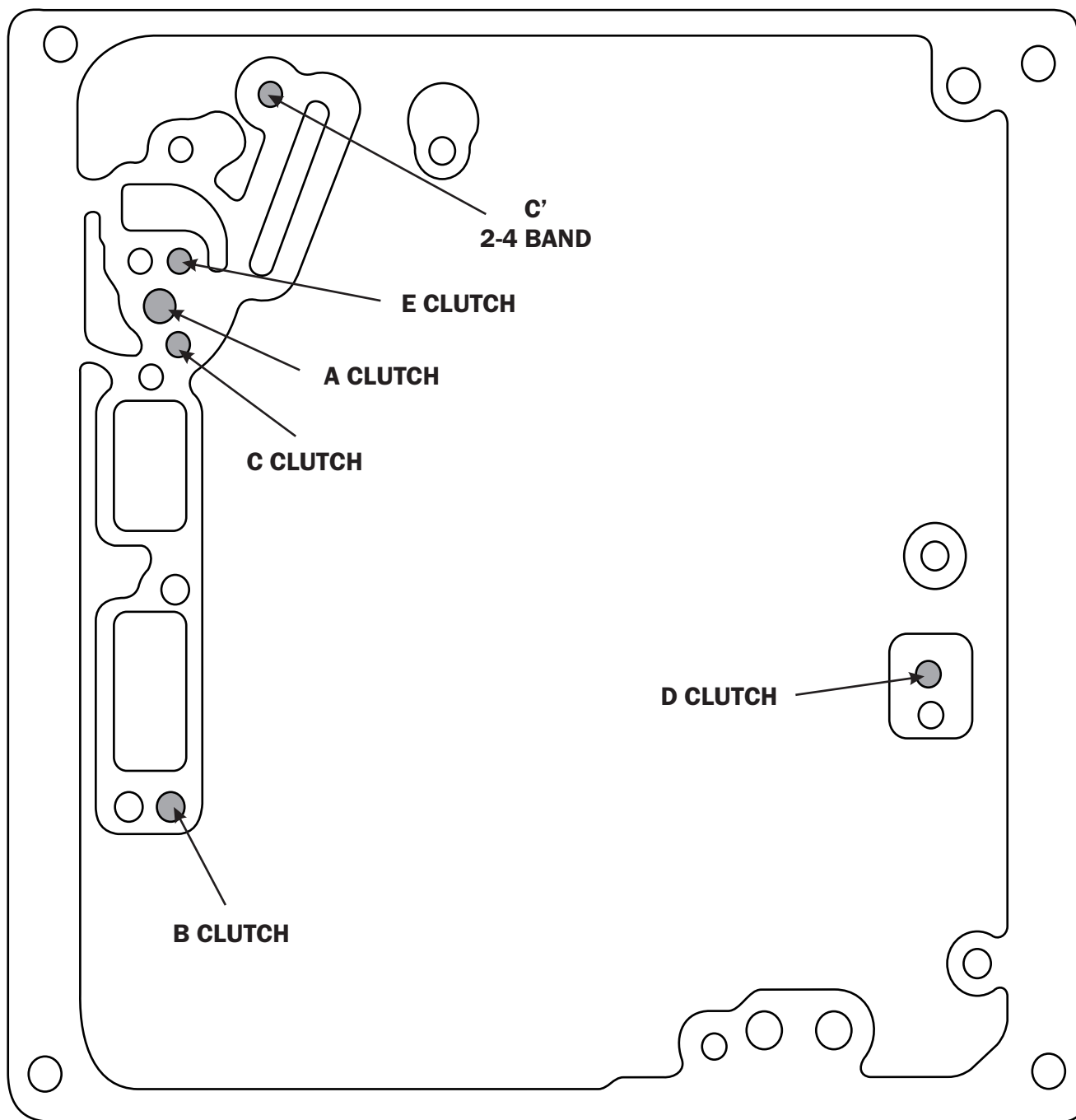
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SATURN 2ND DESIGN



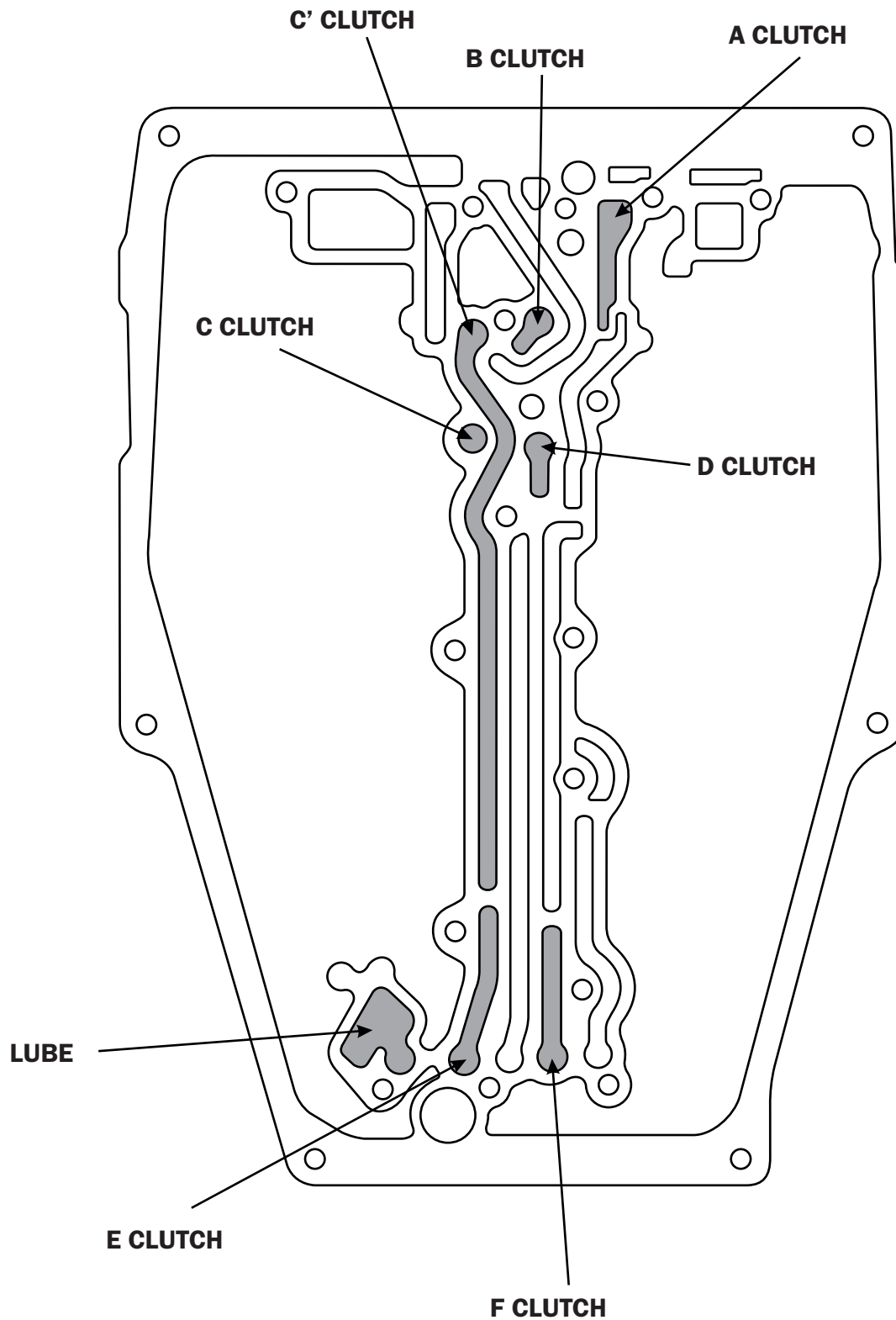
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4HP18



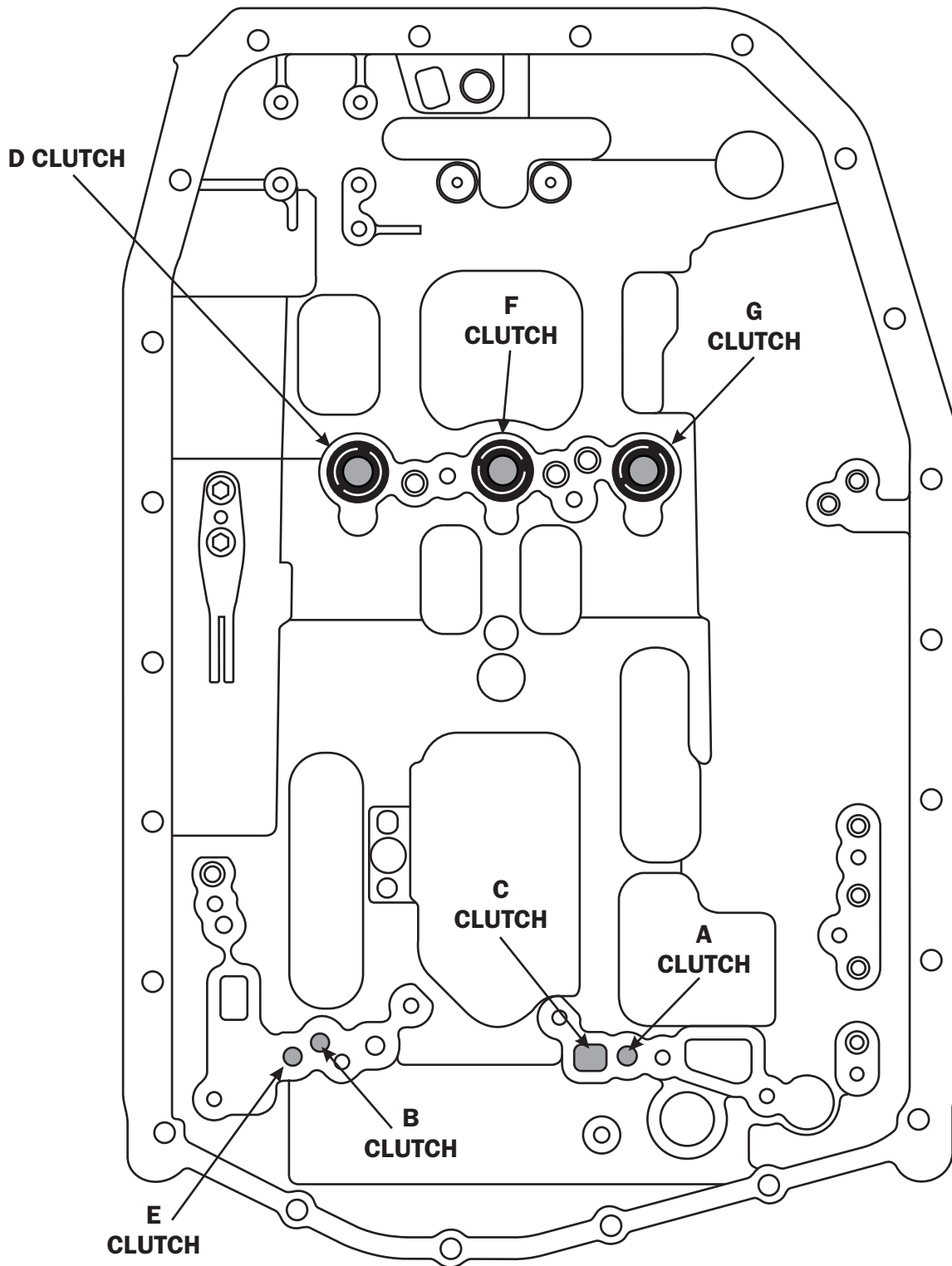
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4HP22 / 4HP24



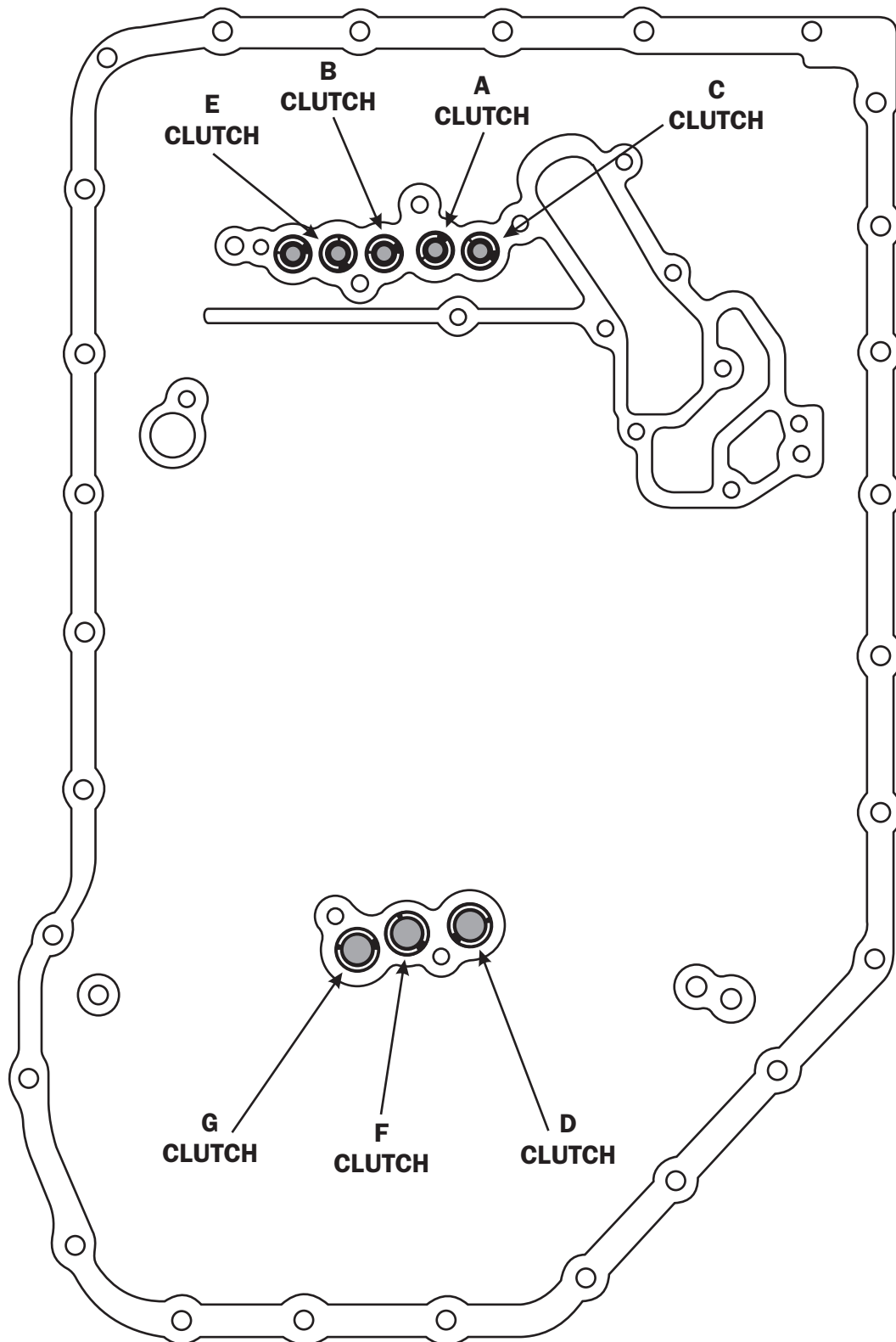
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5HP19



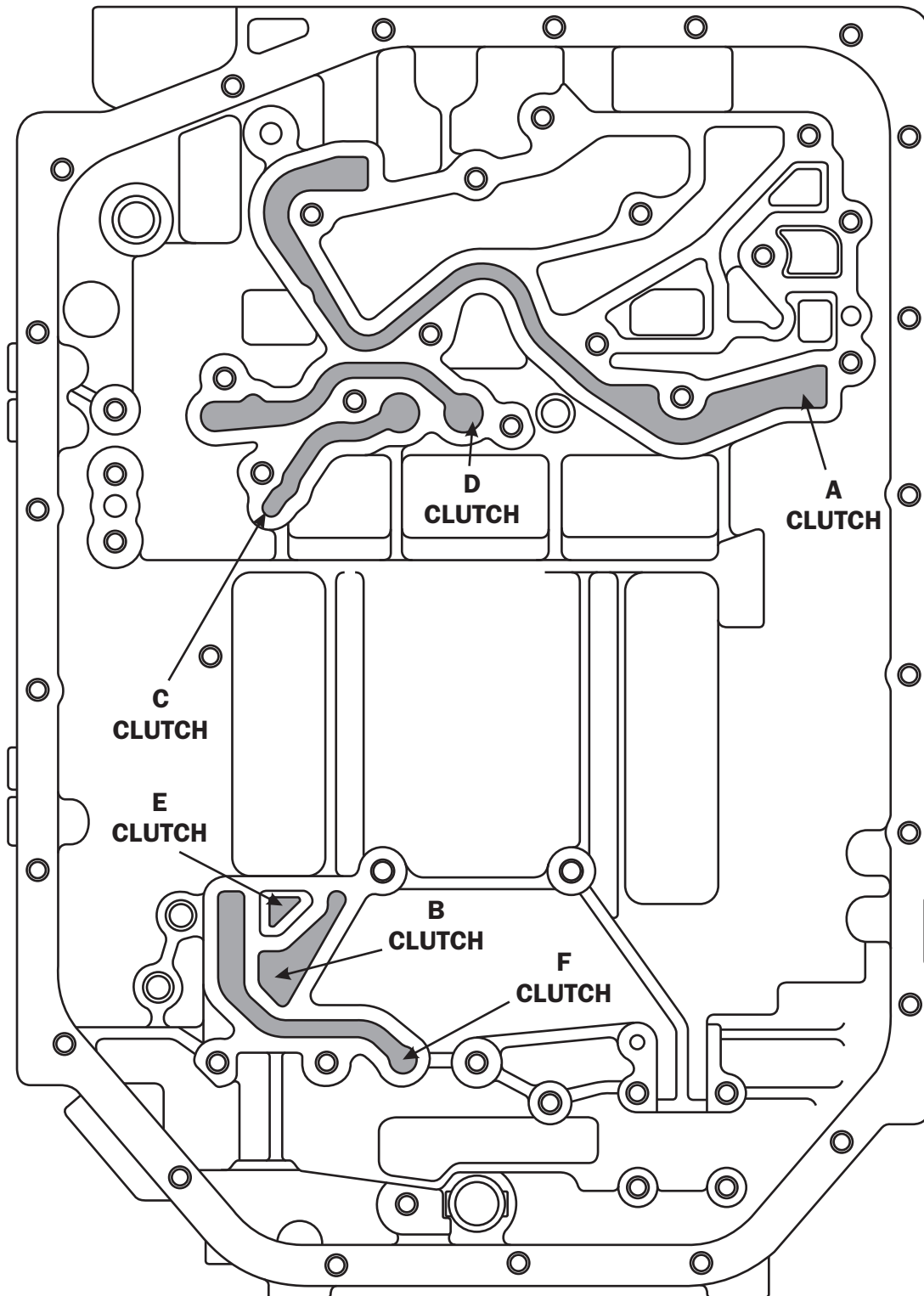
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5HP19FL



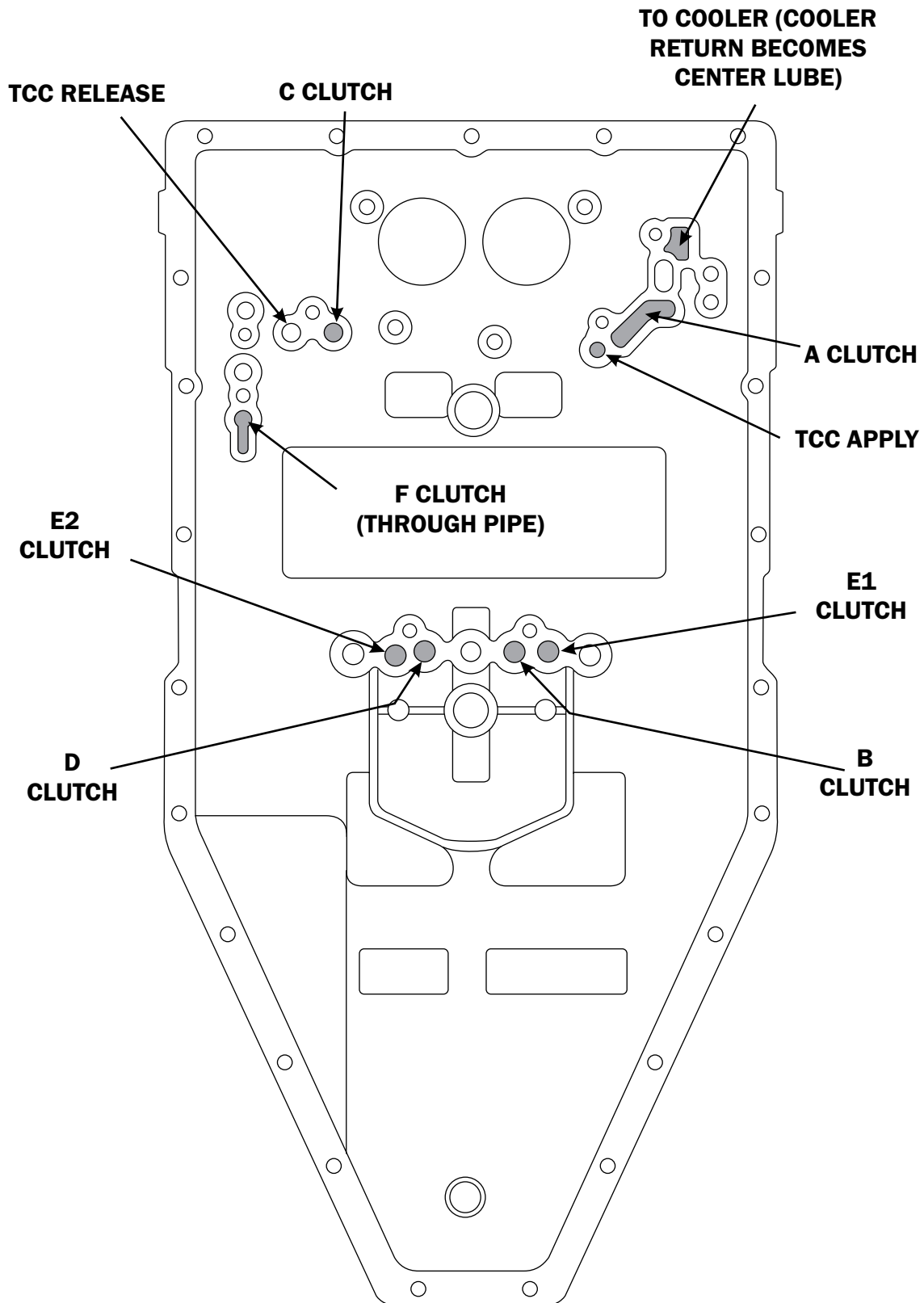
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5HP24



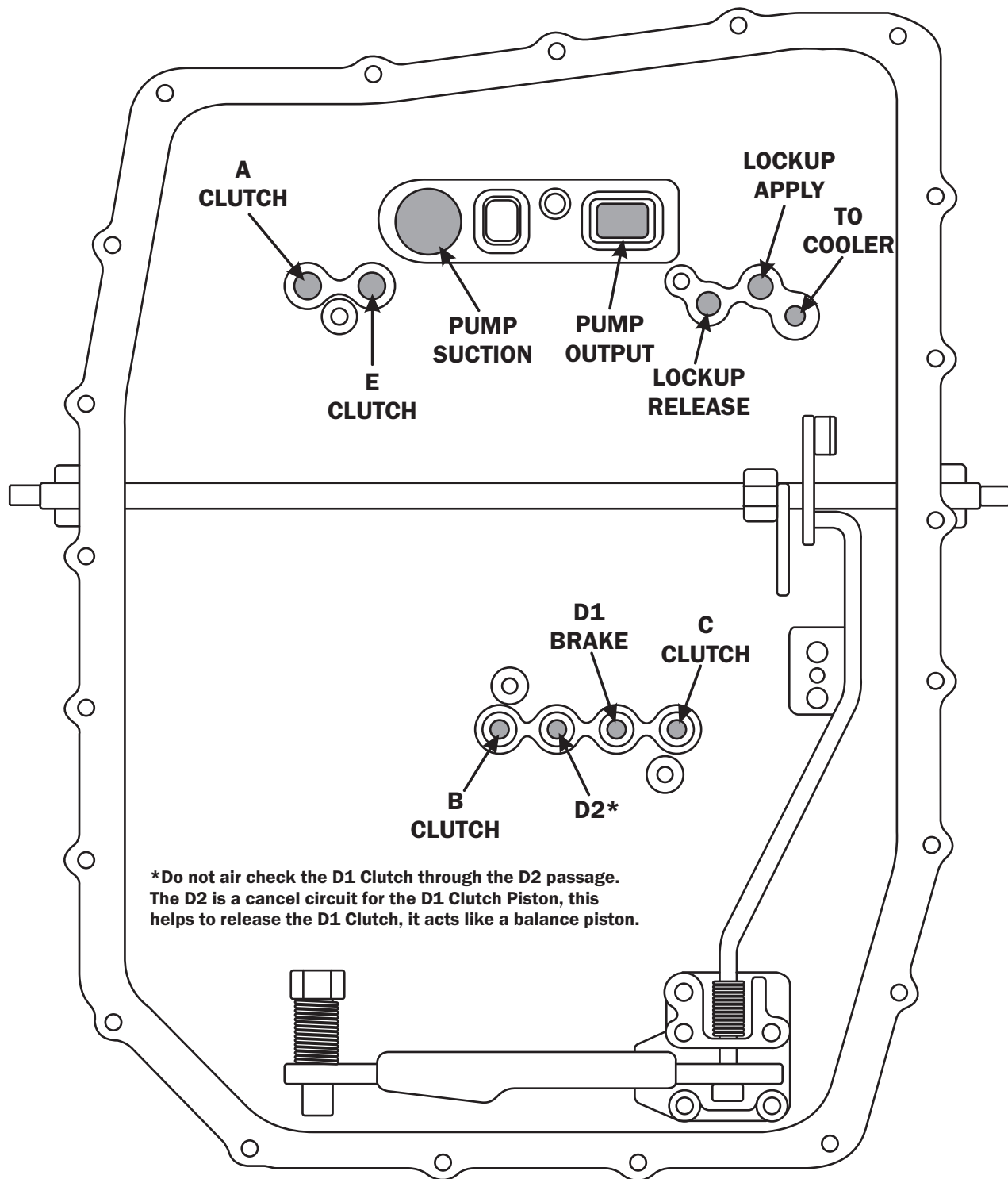
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5HP30



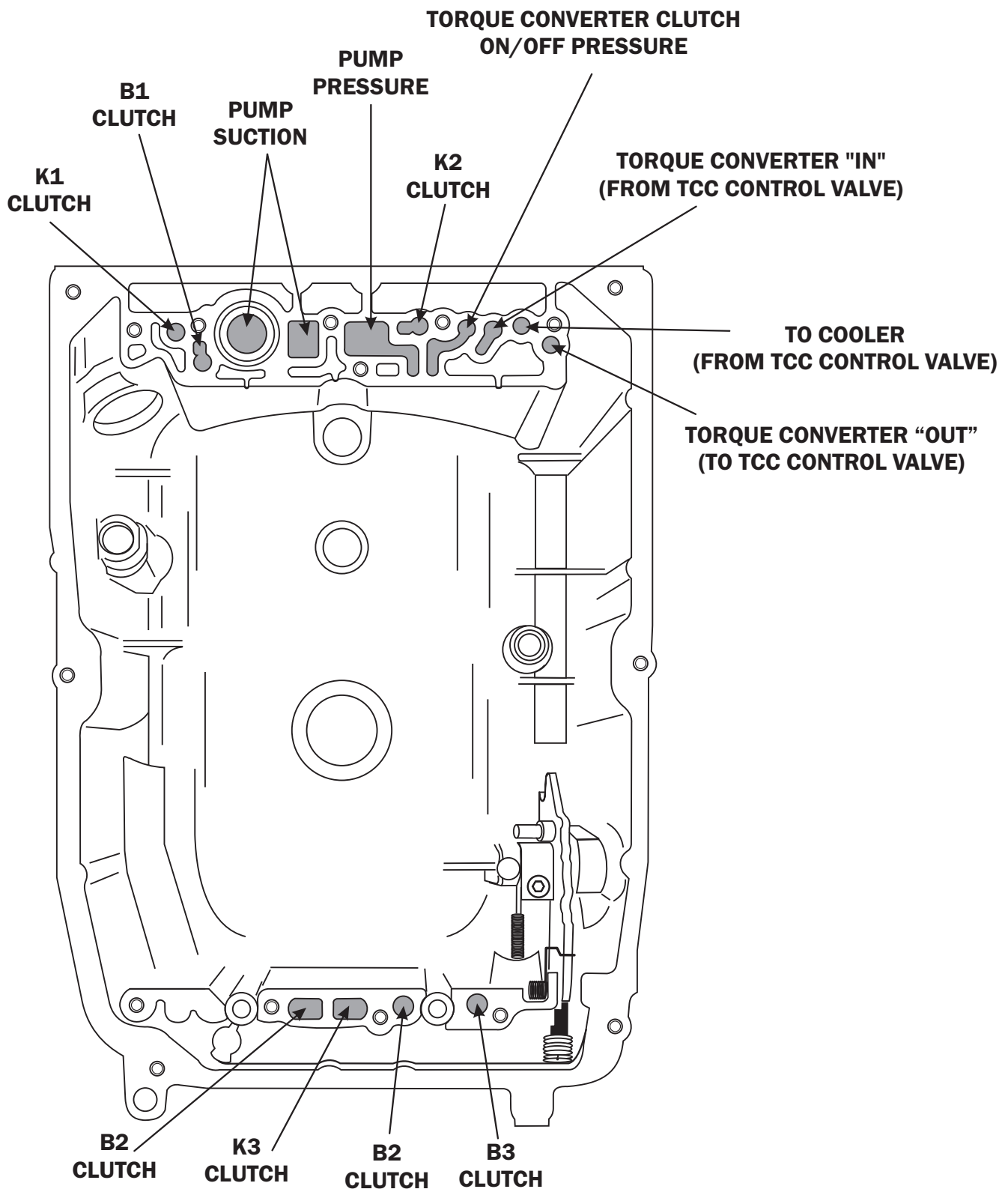
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6HP26



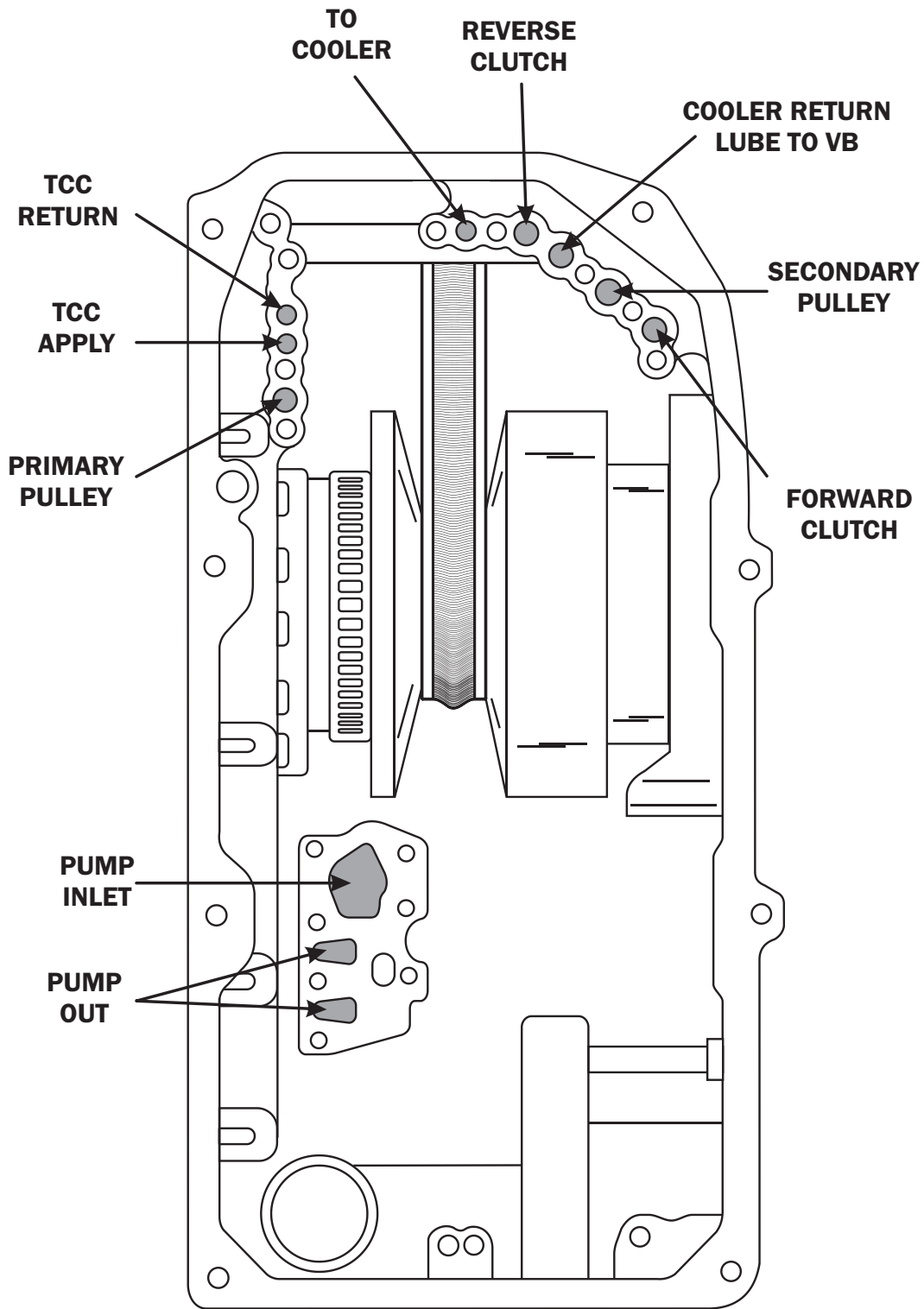
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722.6



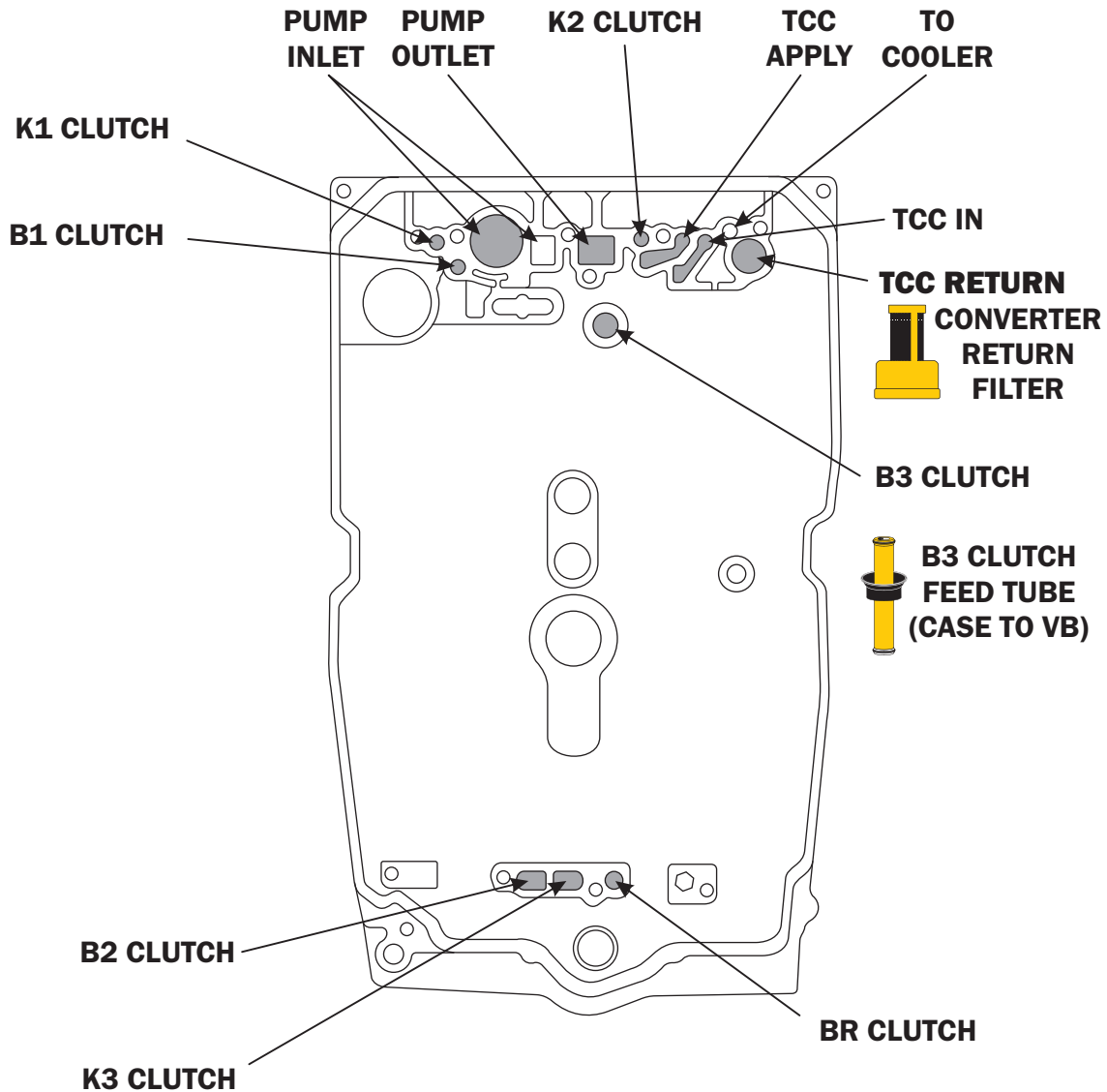
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722.8



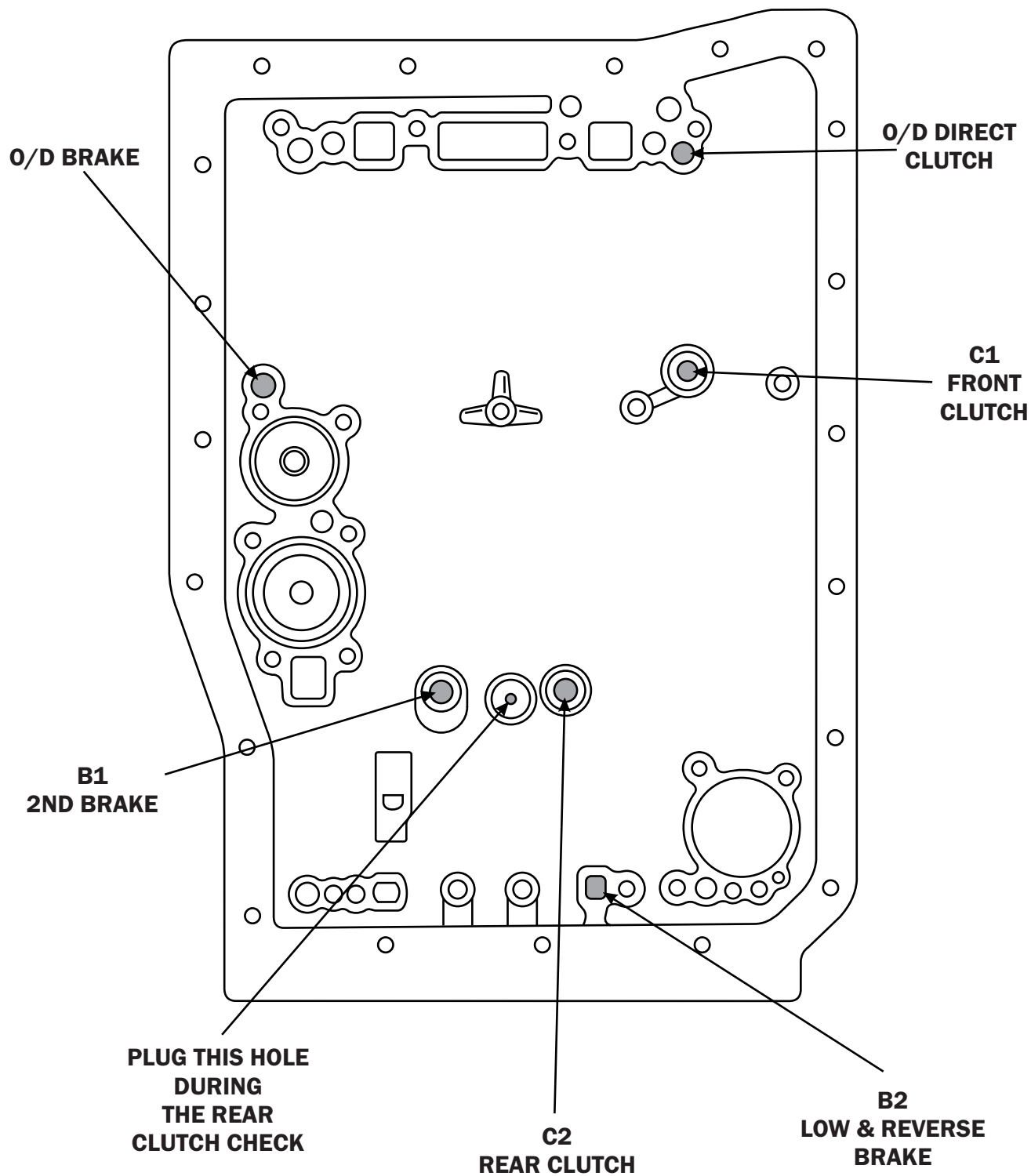
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722.9



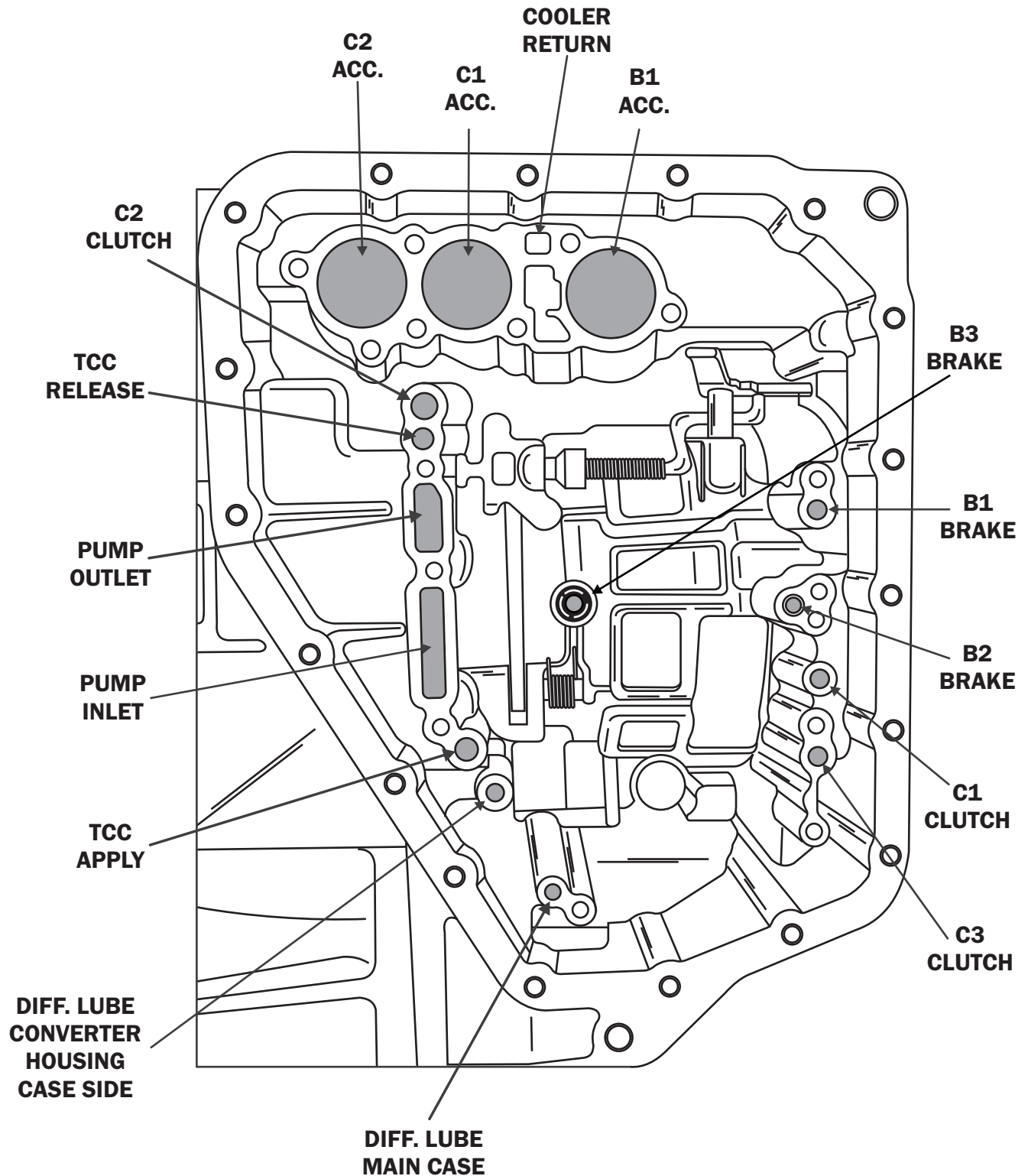
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AW450-43LE



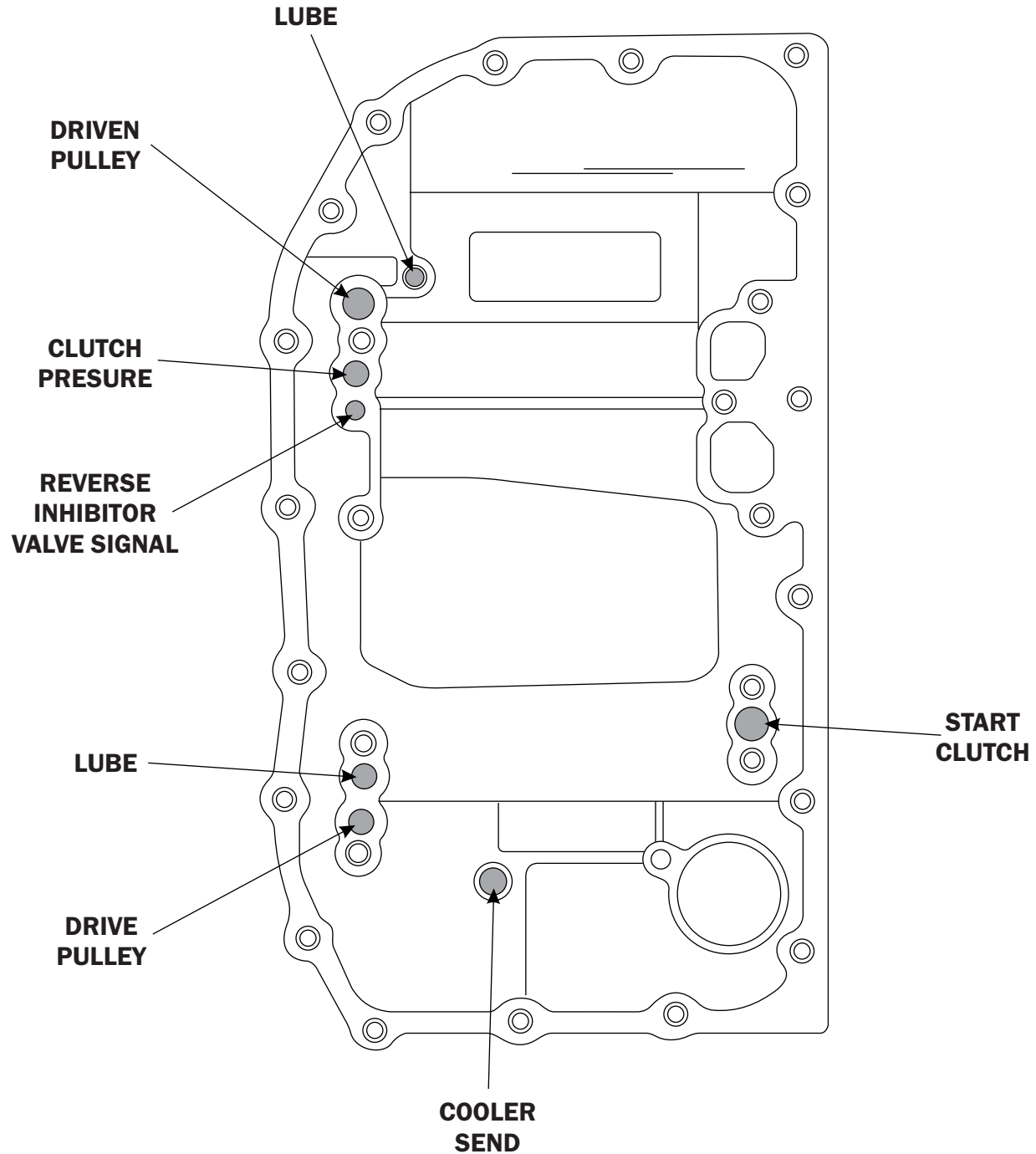
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AW81-40LE



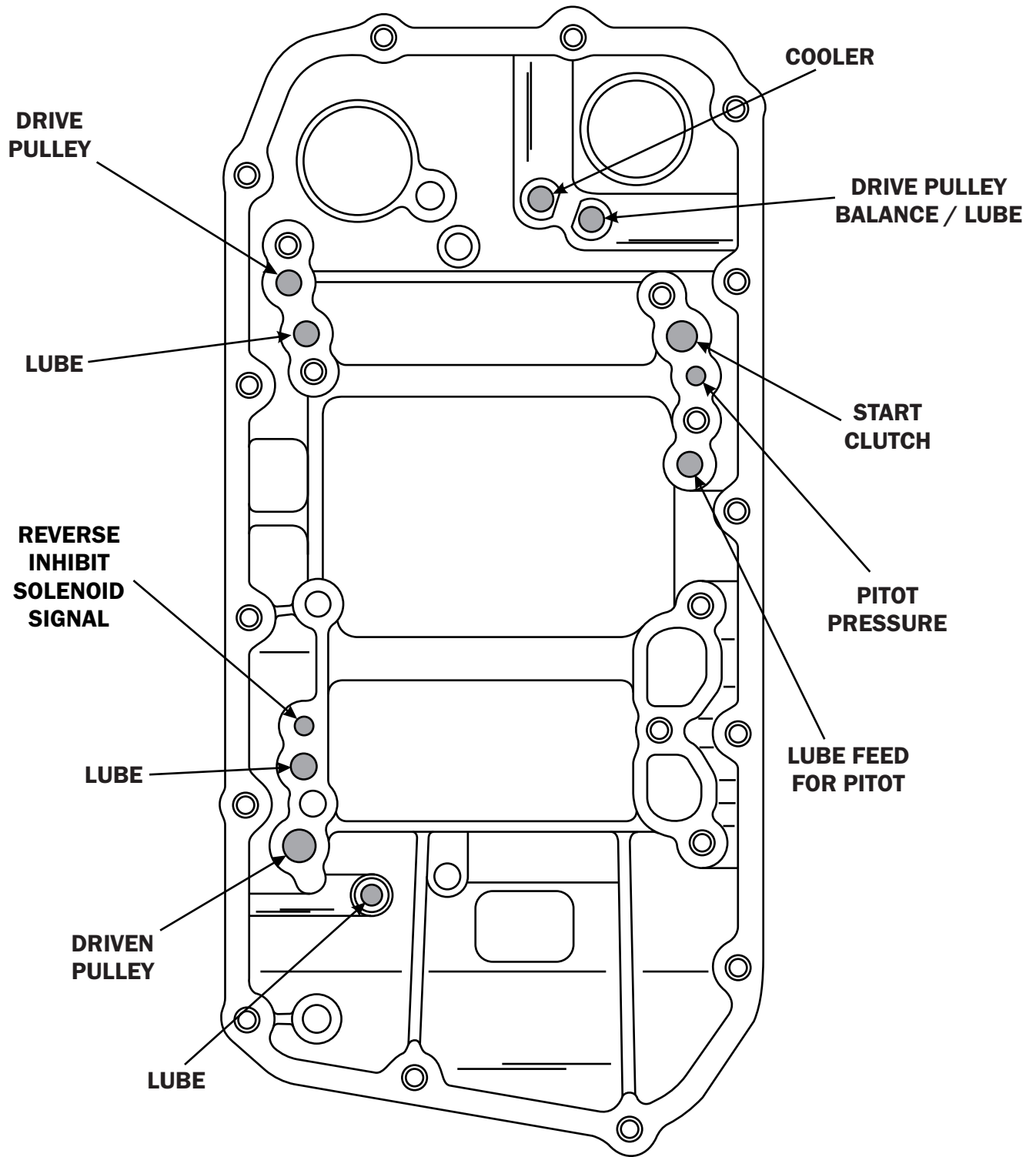
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HONDA HYBRID SZCA



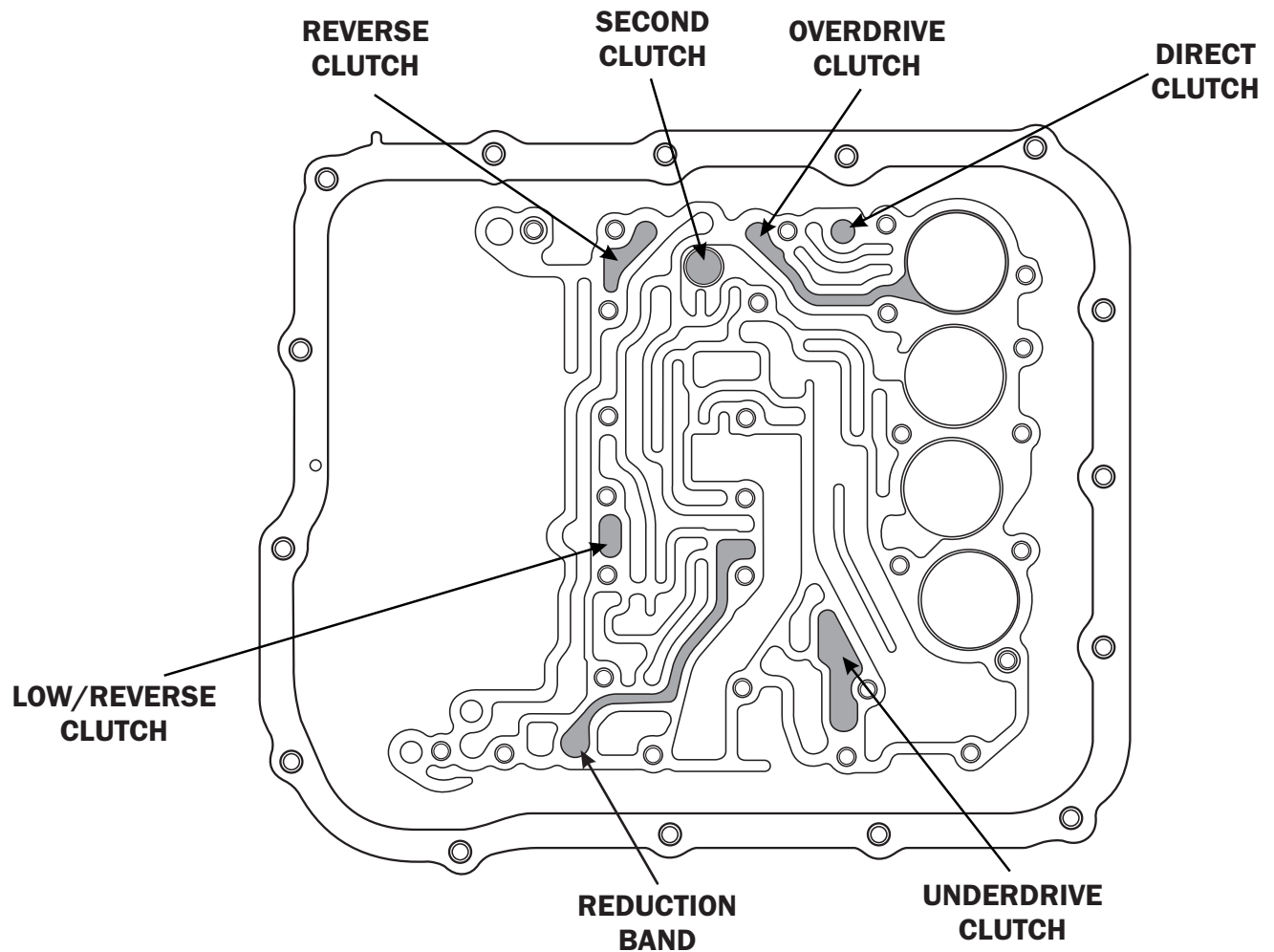
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HONDA M4VA



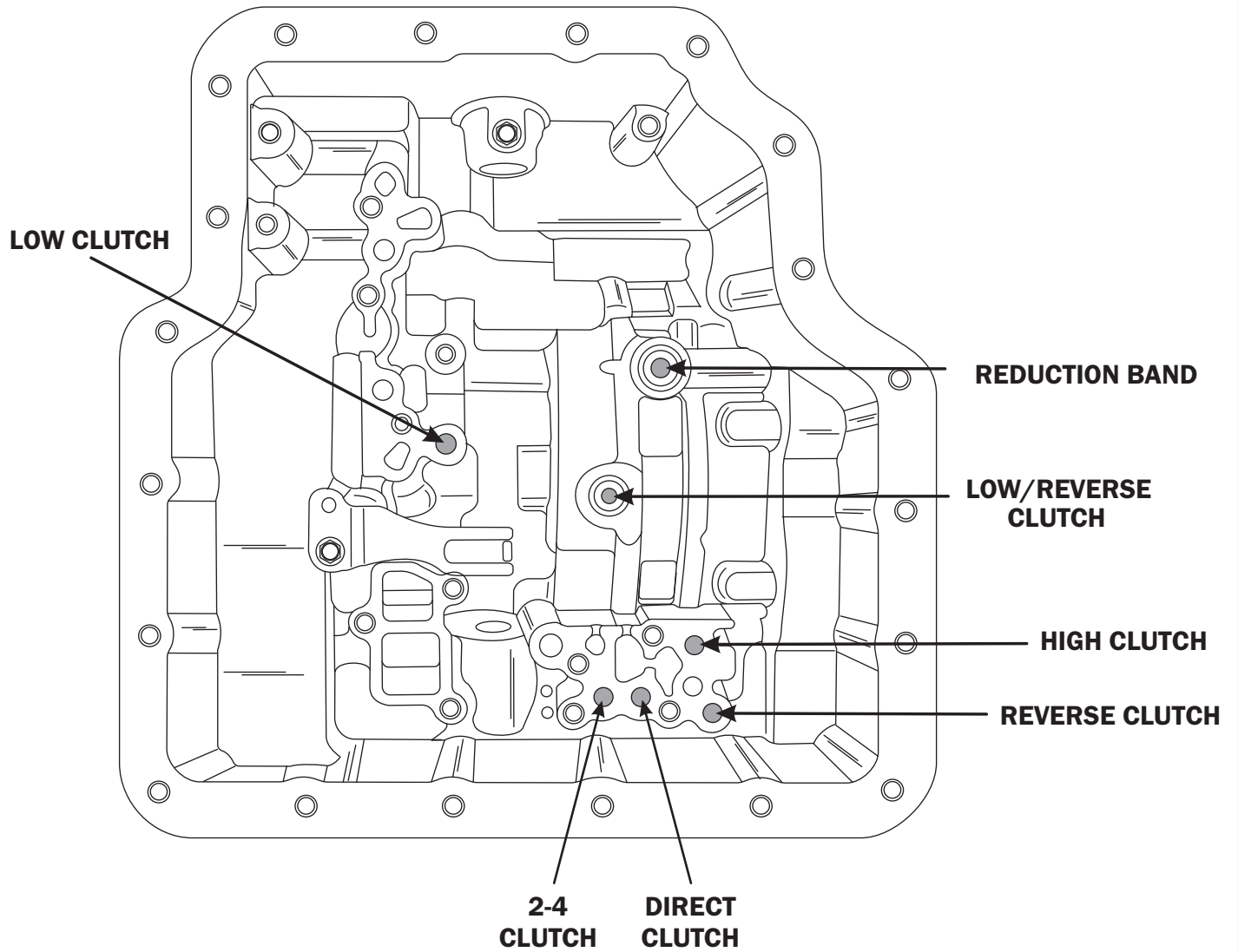
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HYUNDAI A5HF1 / F5A5A



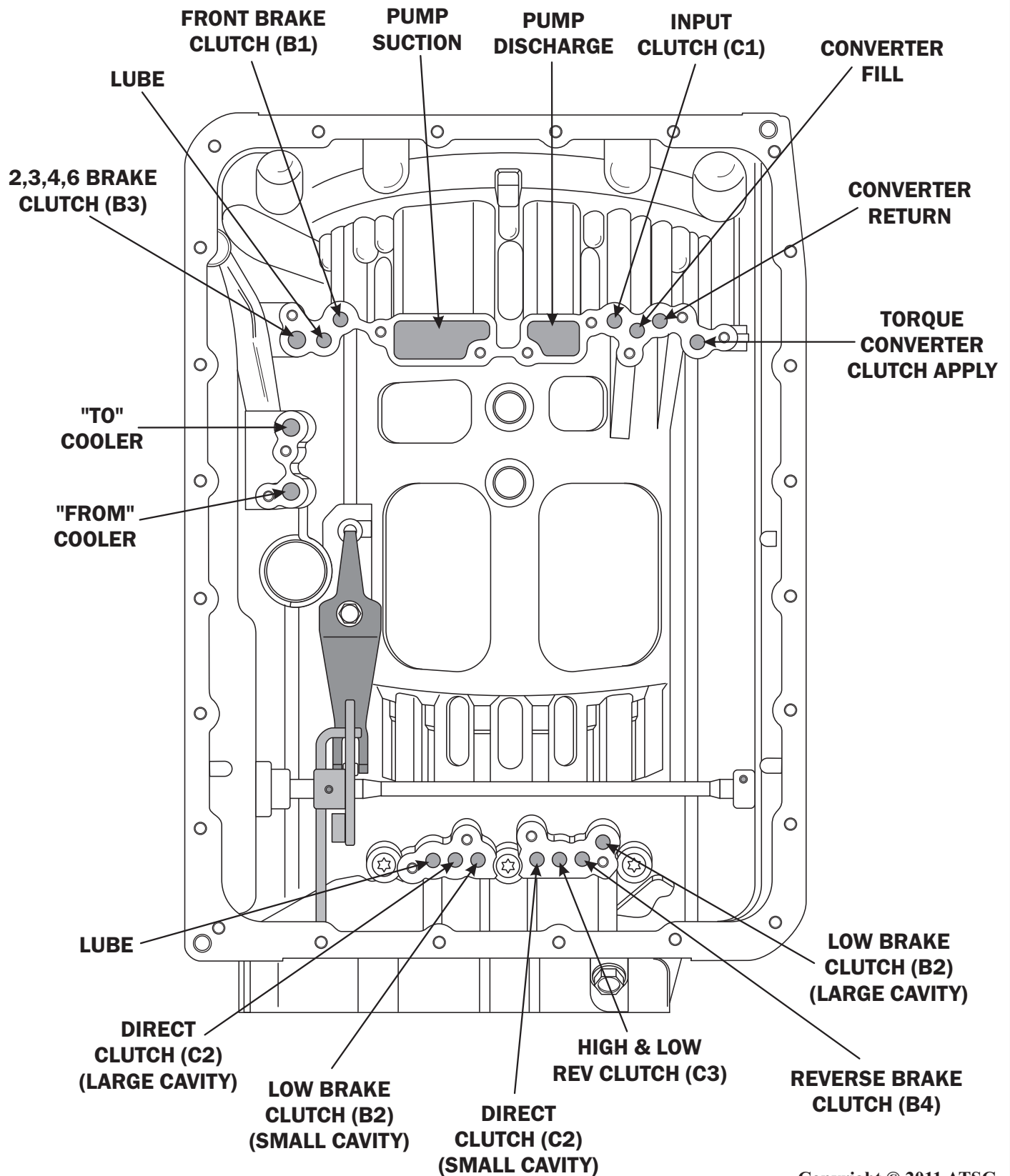
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JF506E



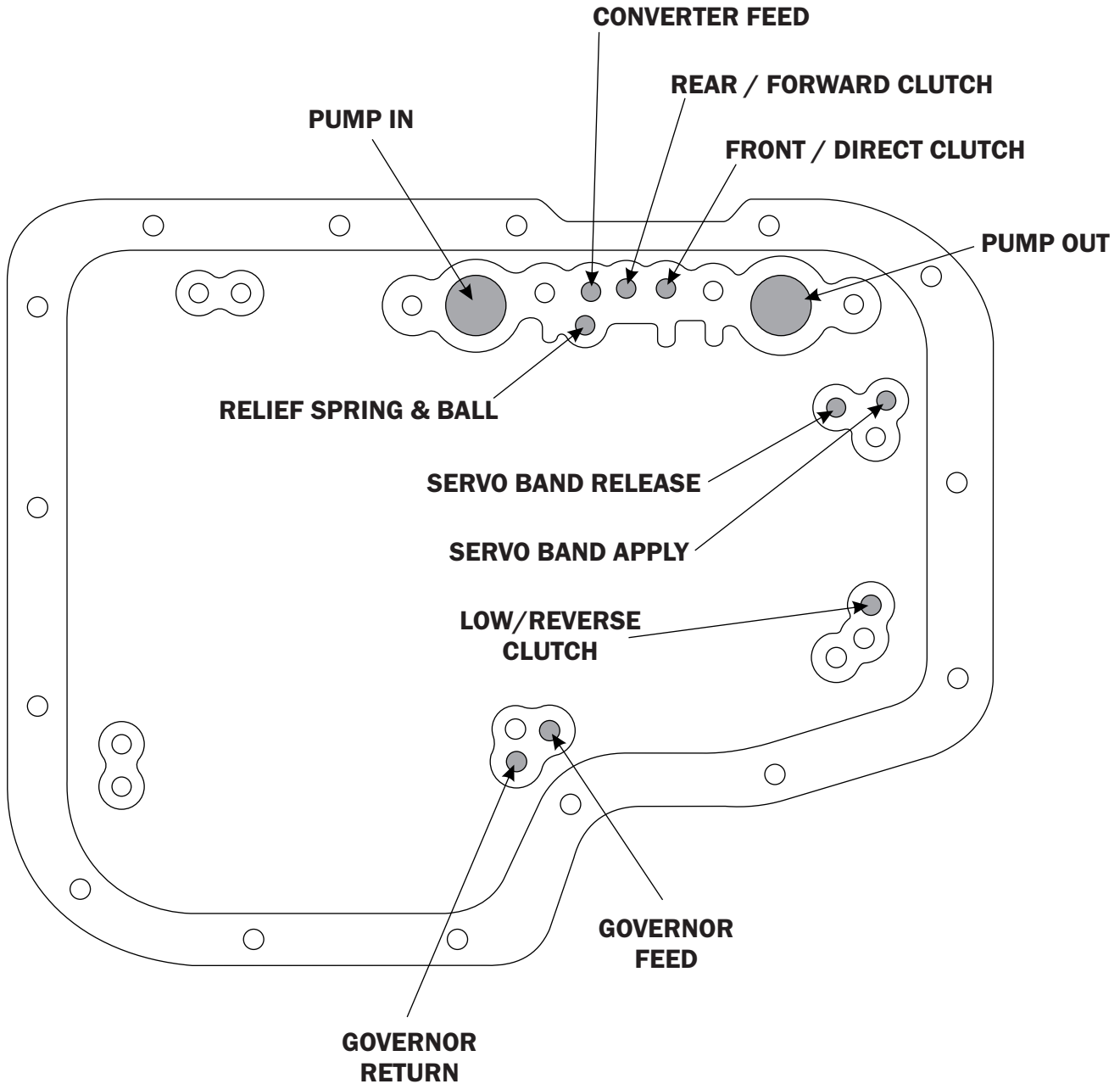
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JR710E

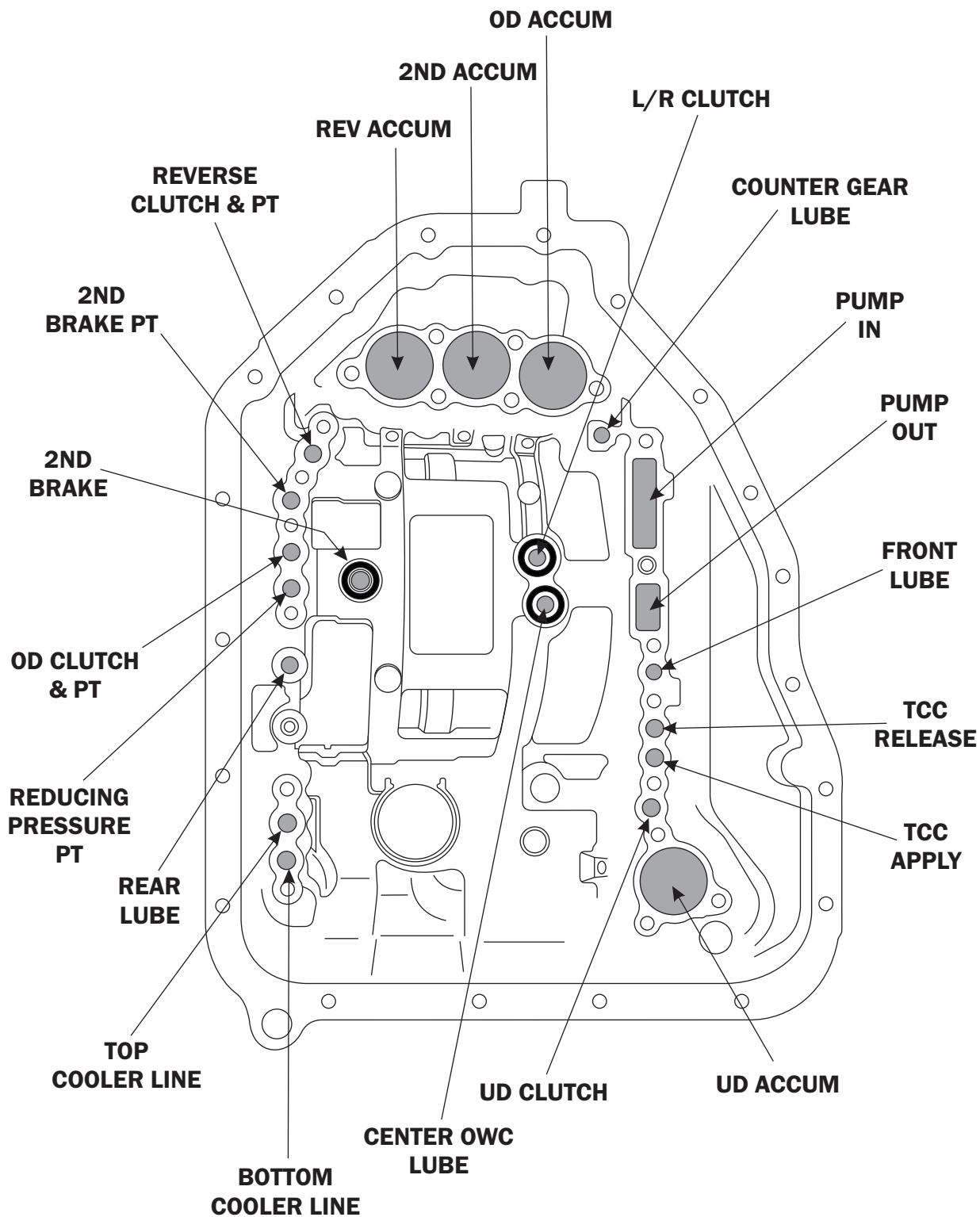


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KF100 / F3A

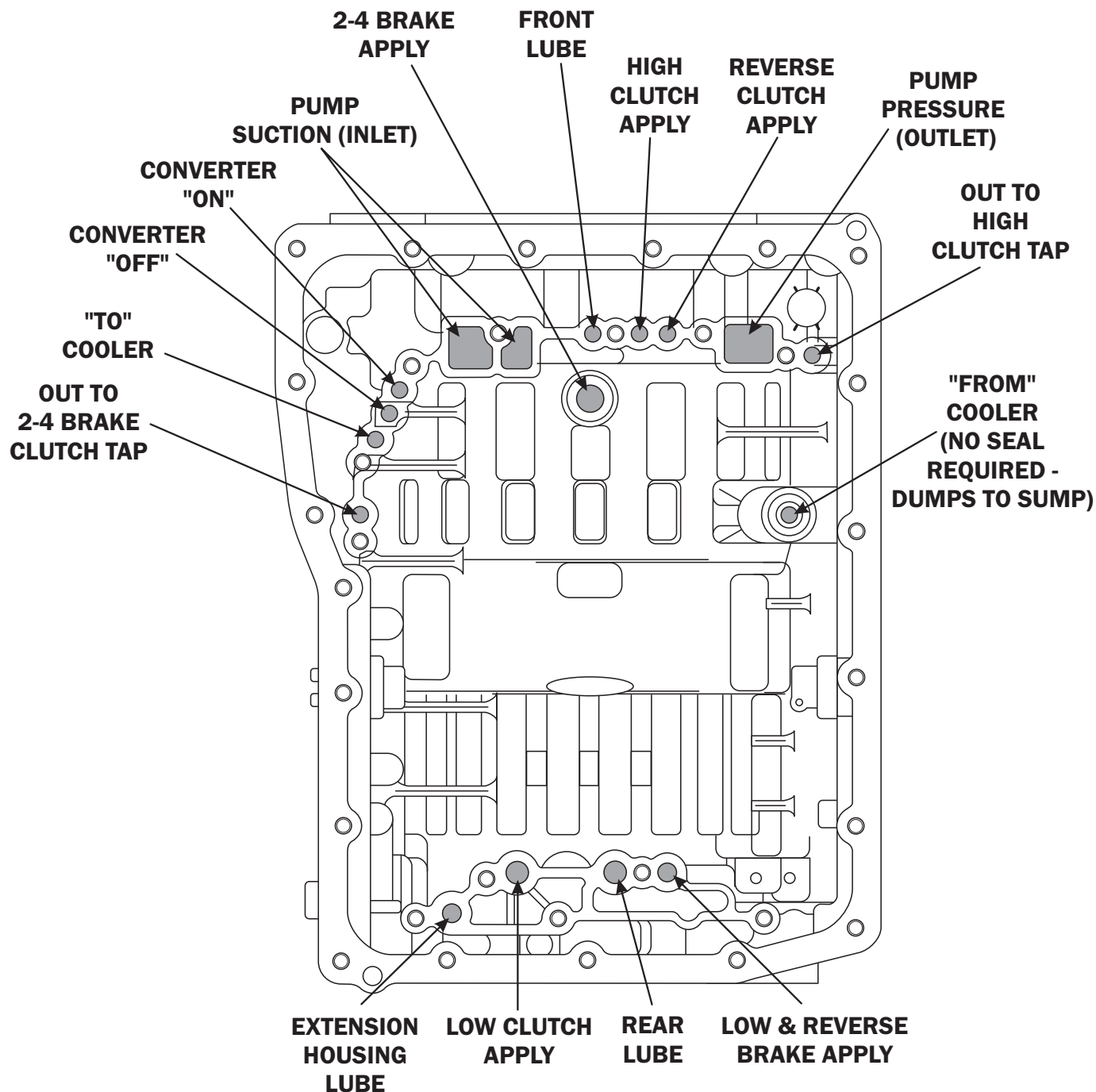


KIA A4CF2

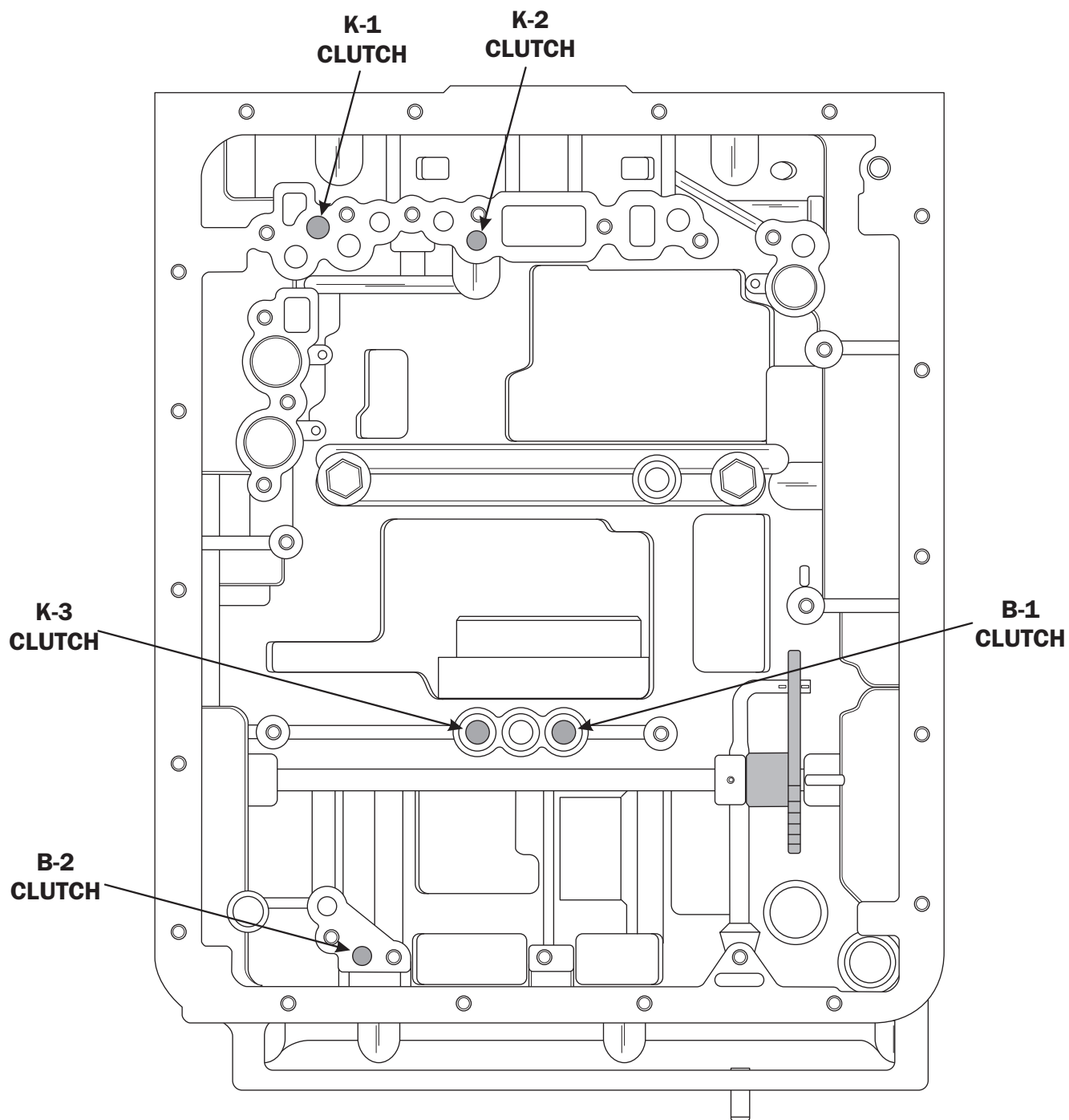


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MAZDA RC4A-EL / JR405E

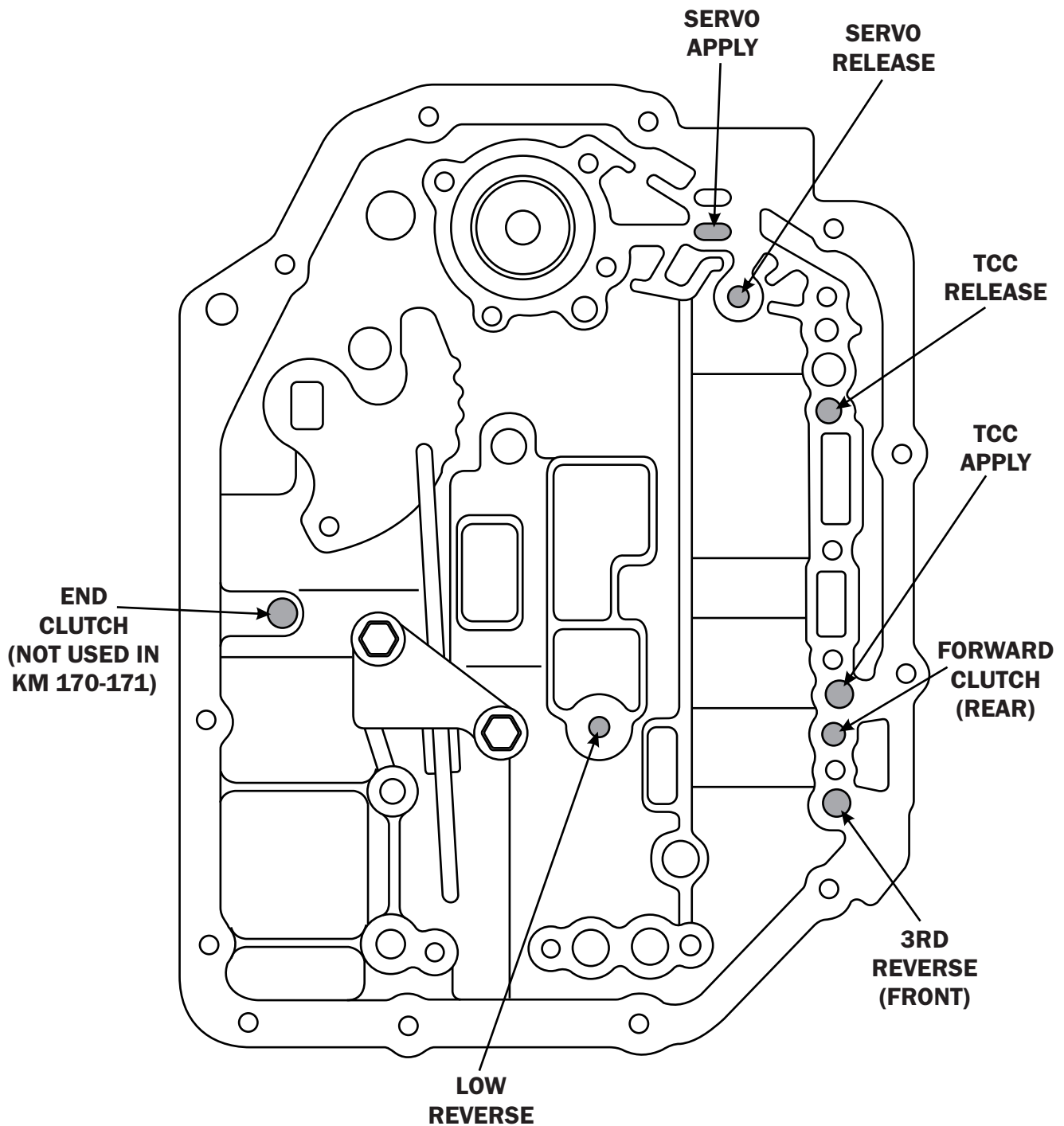


MITSUBISHI AS68RC



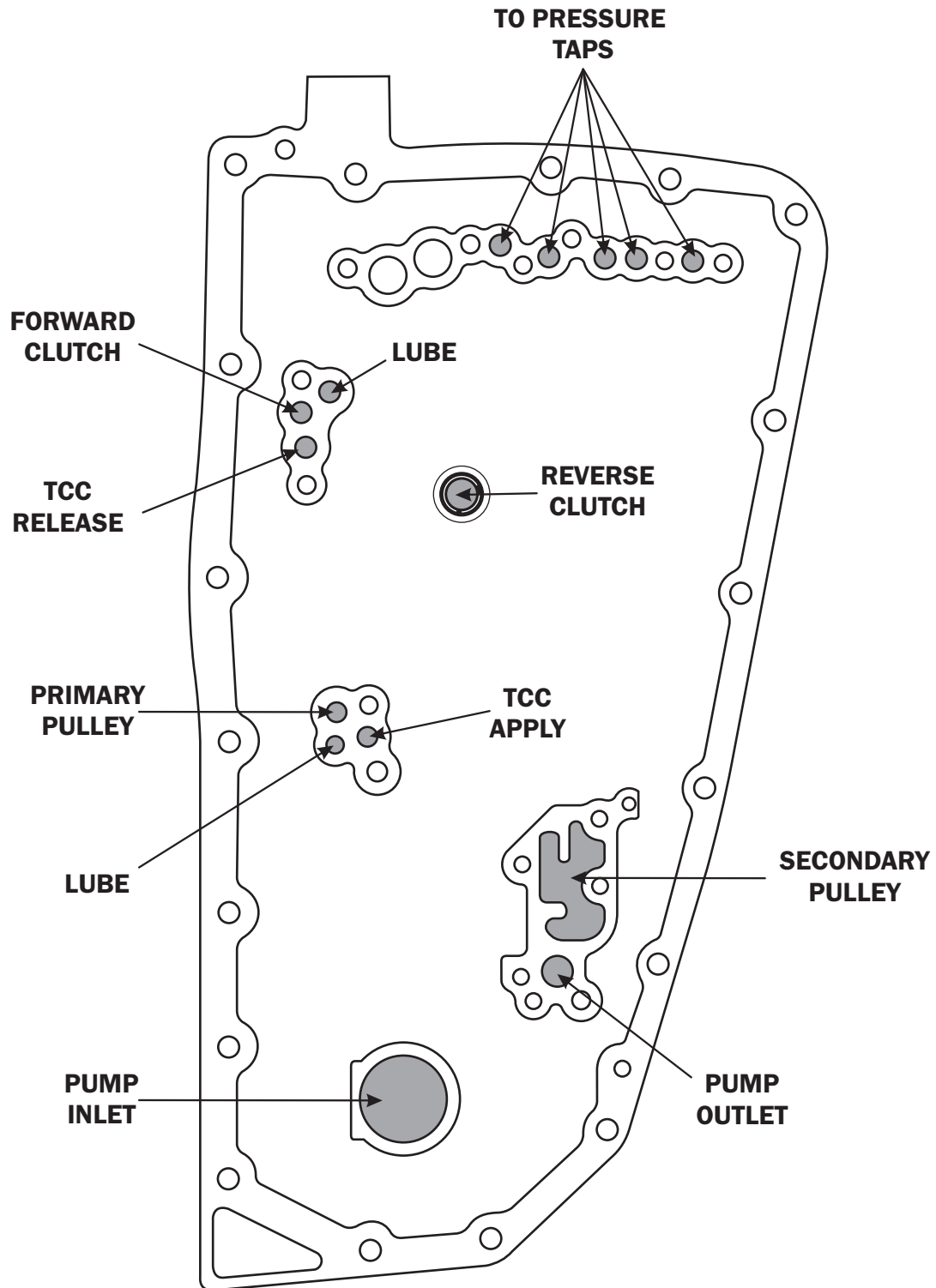
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MITSUBISHI F4A20/F4A30/KM170/KM171/KM175/KN176/KM177



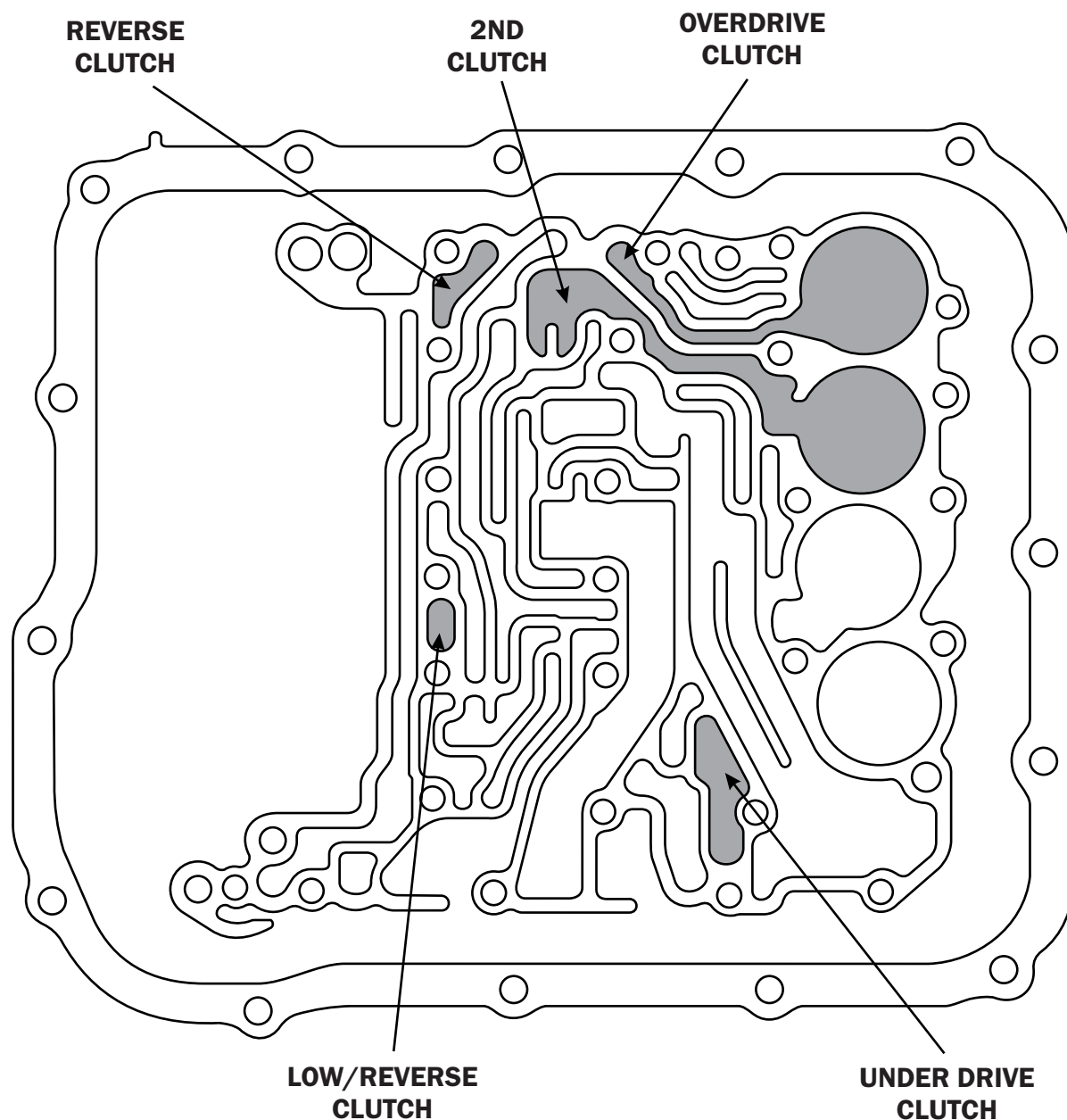
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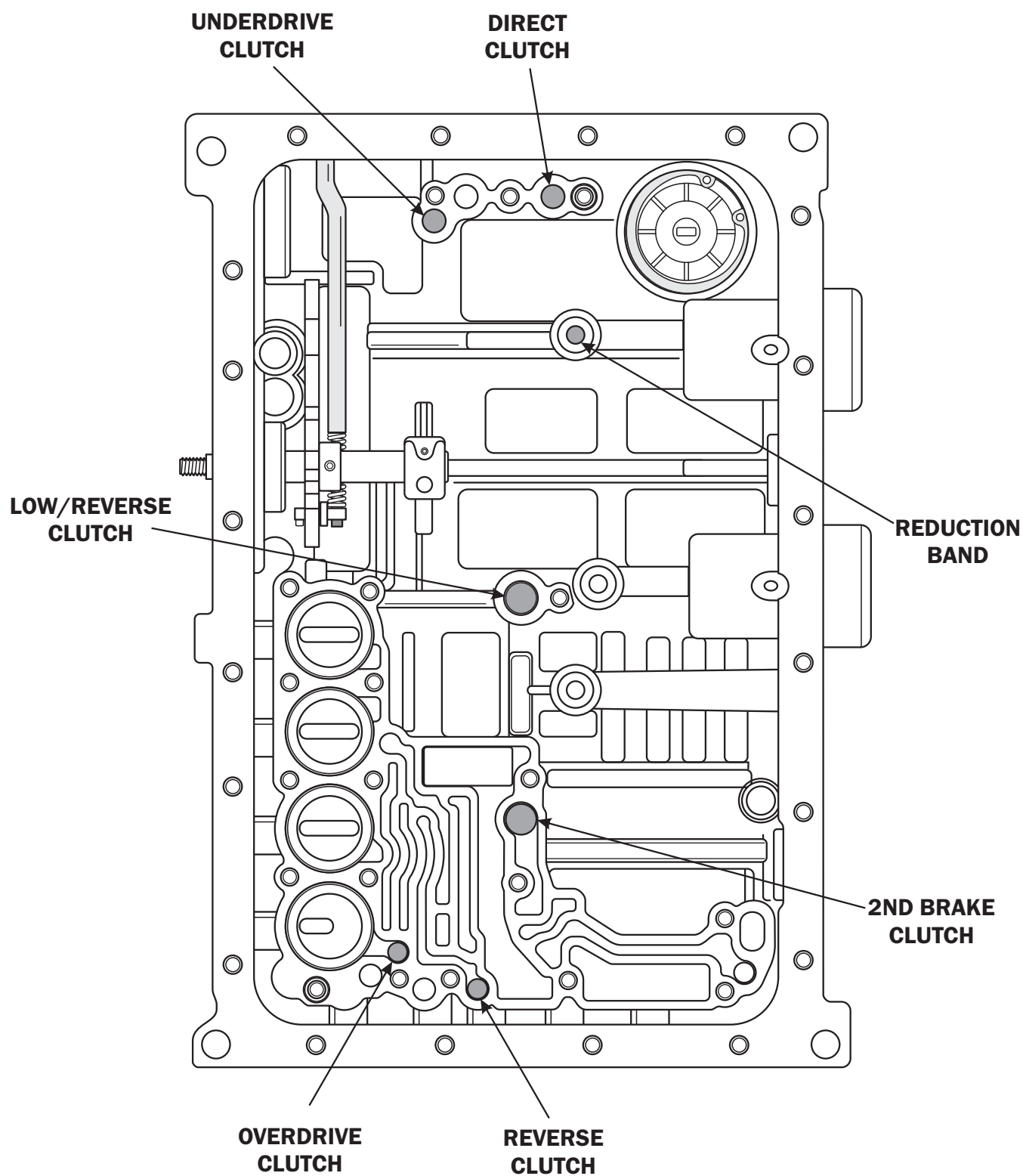
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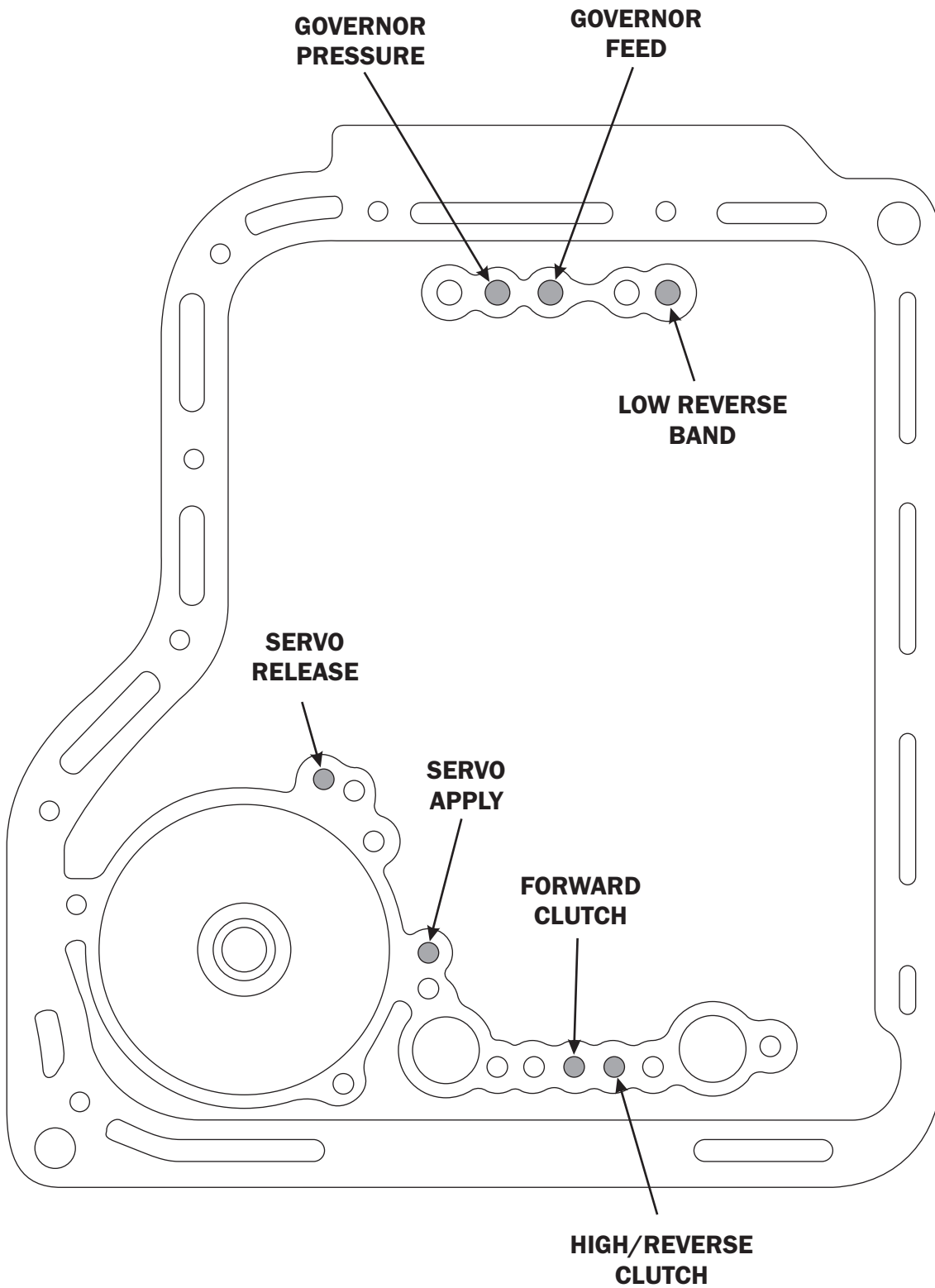
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MITSUBISHI R4-V4A51 / R5-R5A51



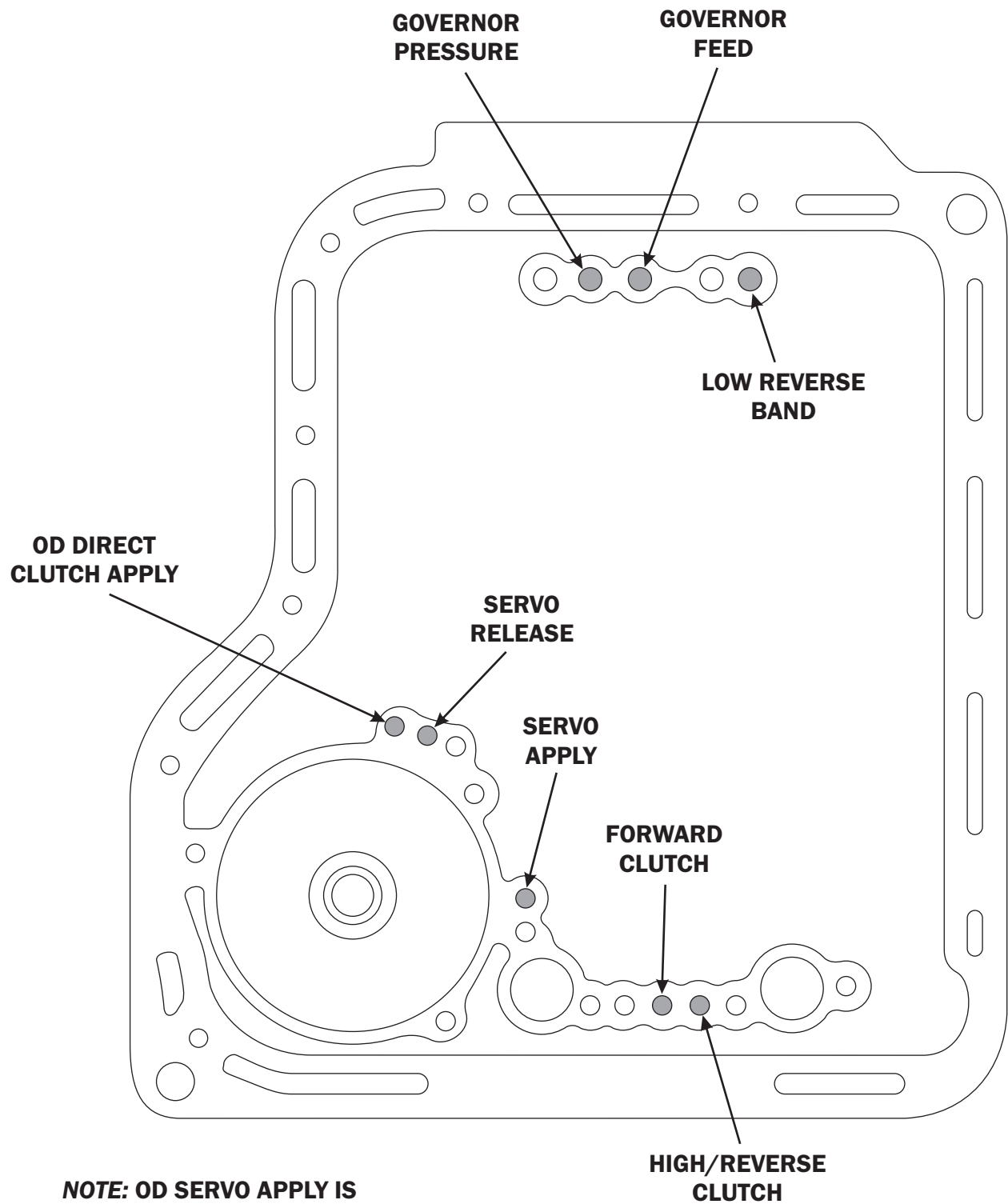
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NISSAN L3N71B



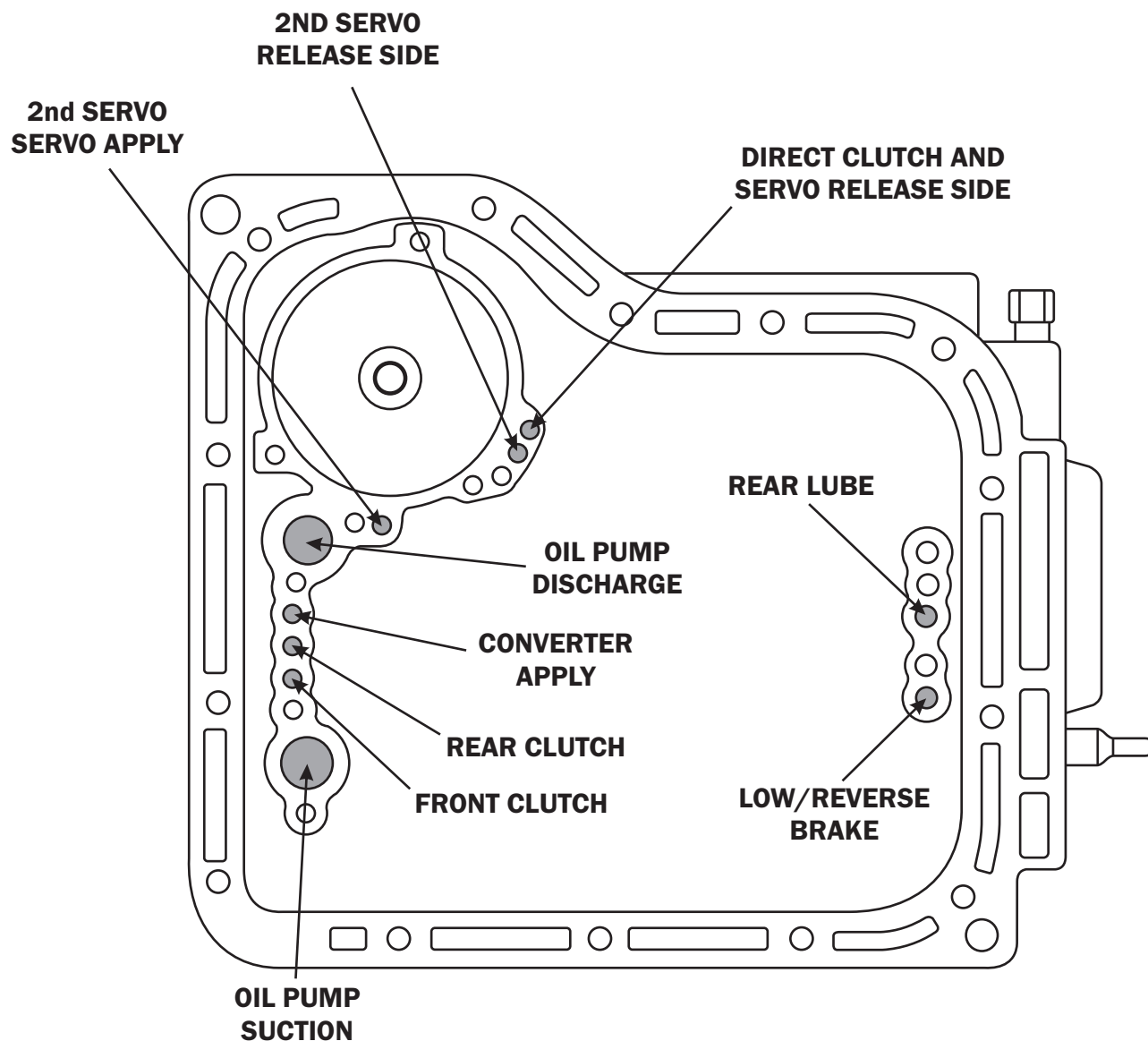
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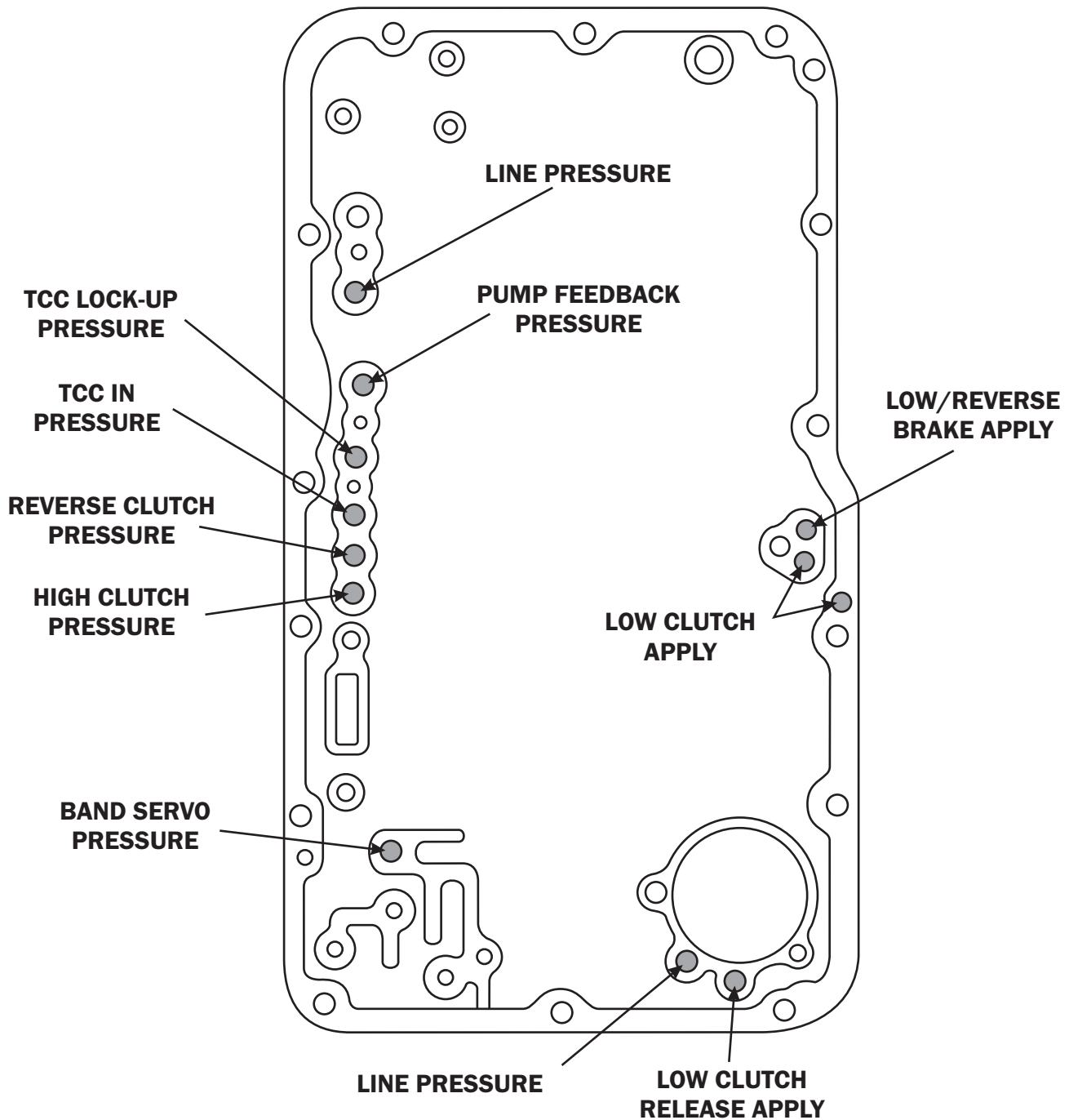
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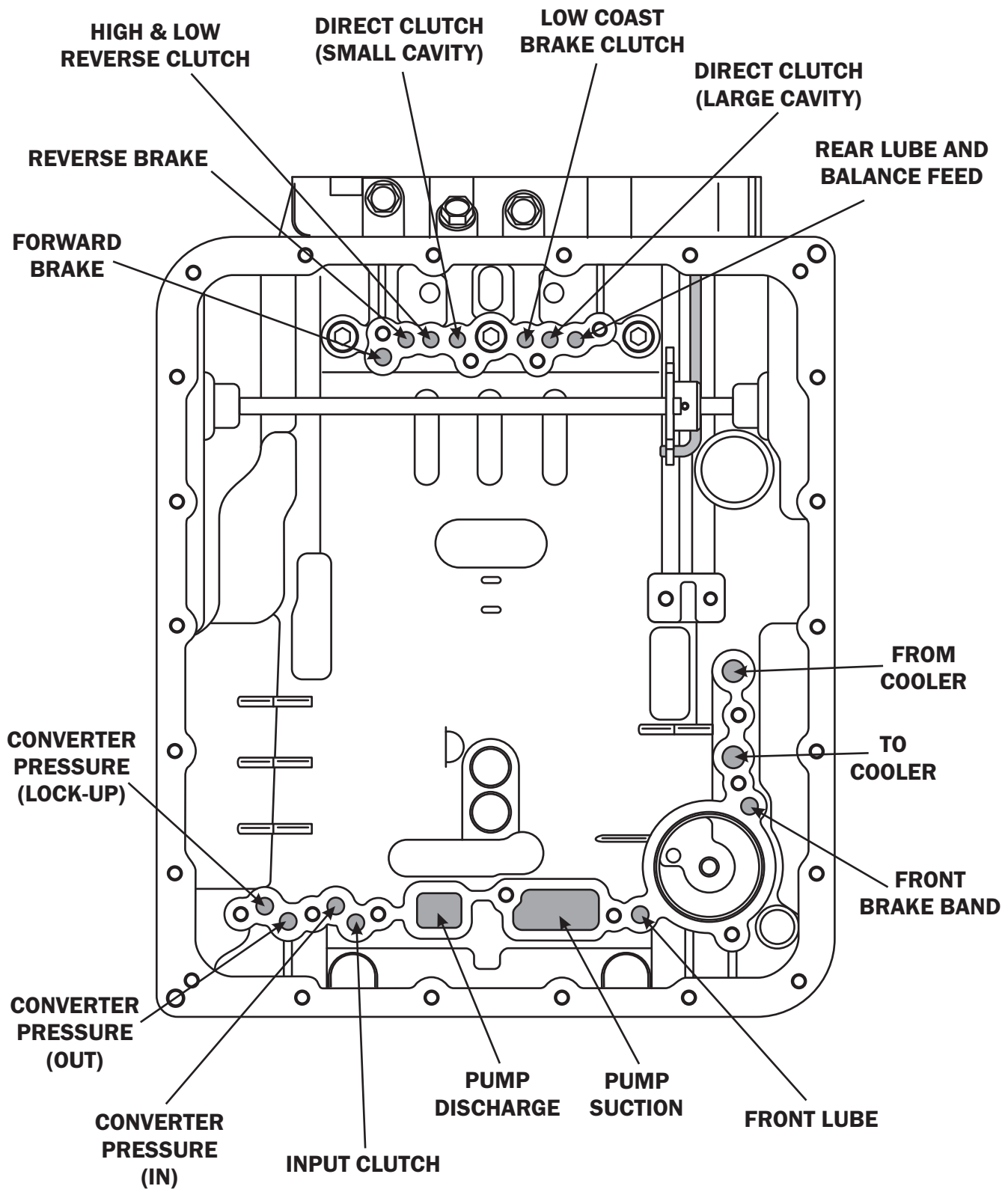
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NISSAN RE4FO2A



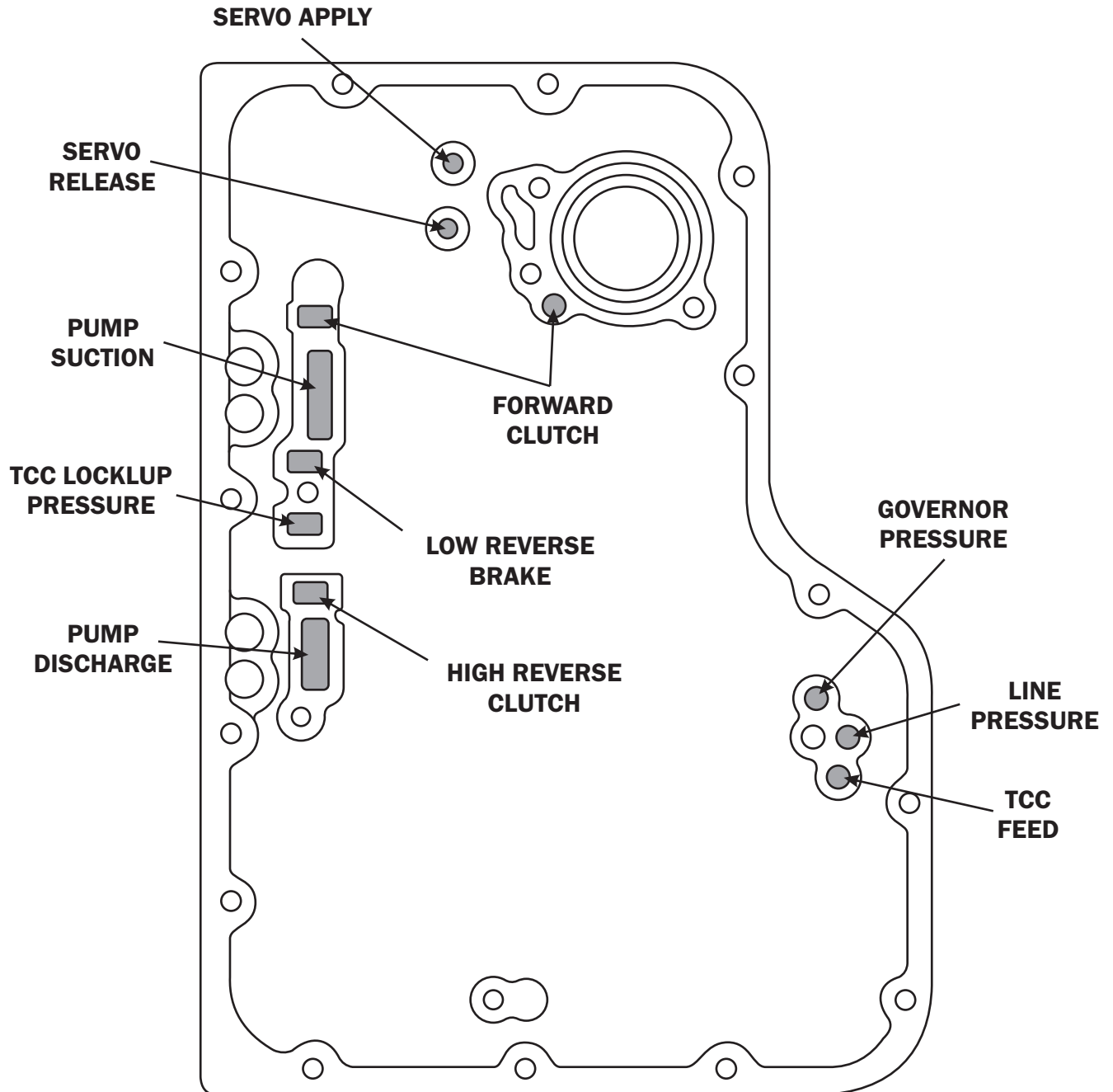
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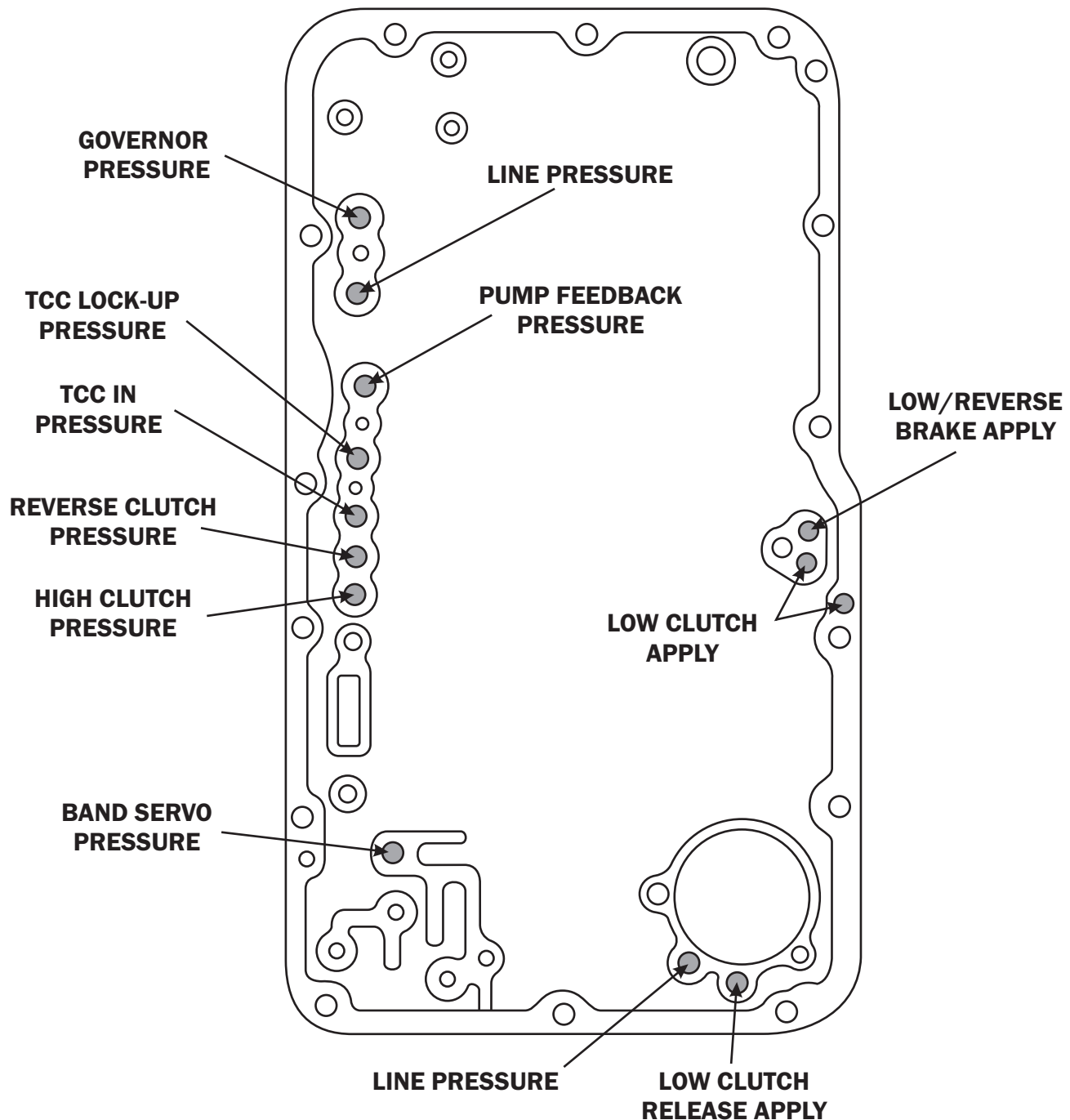
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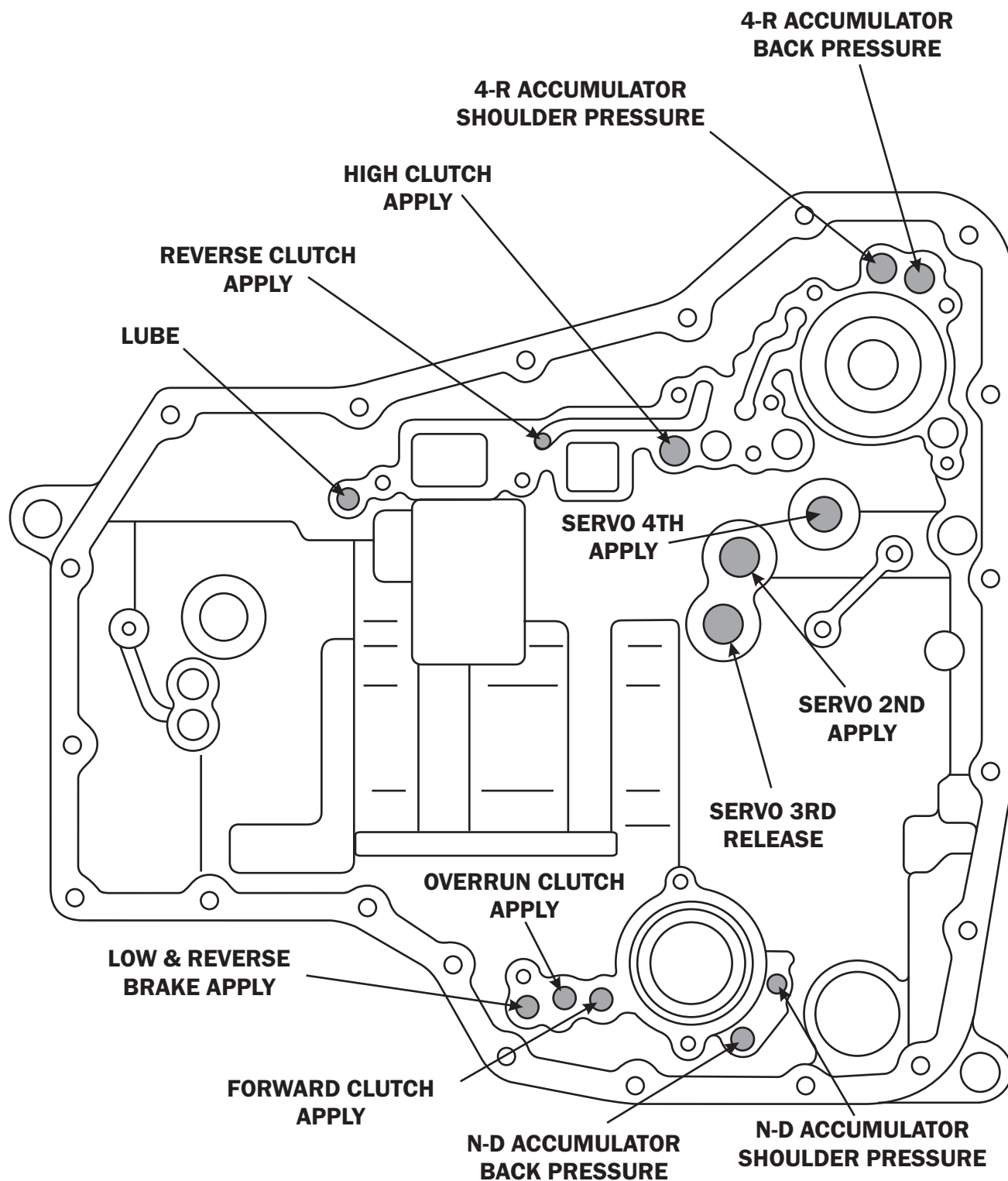
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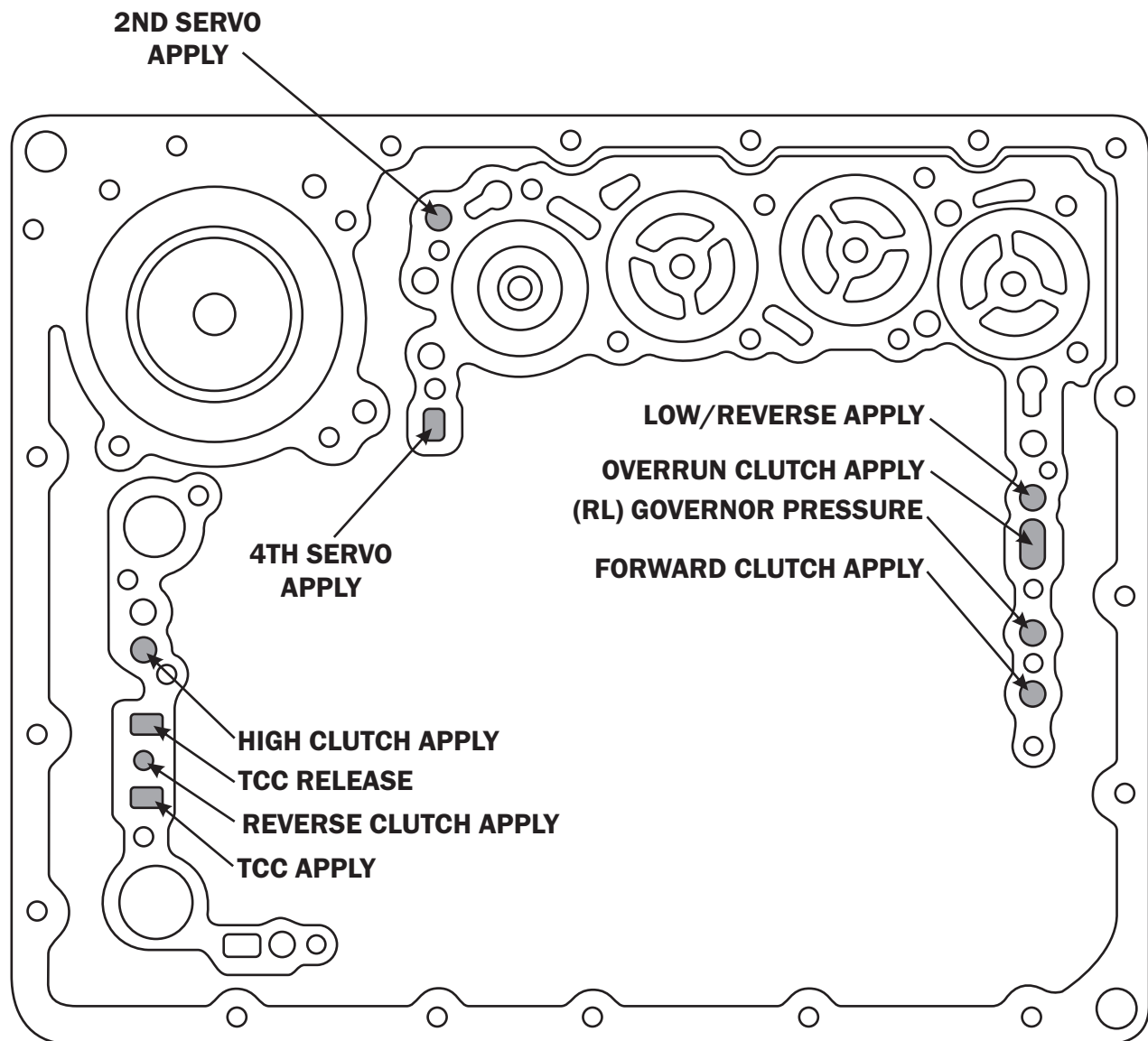
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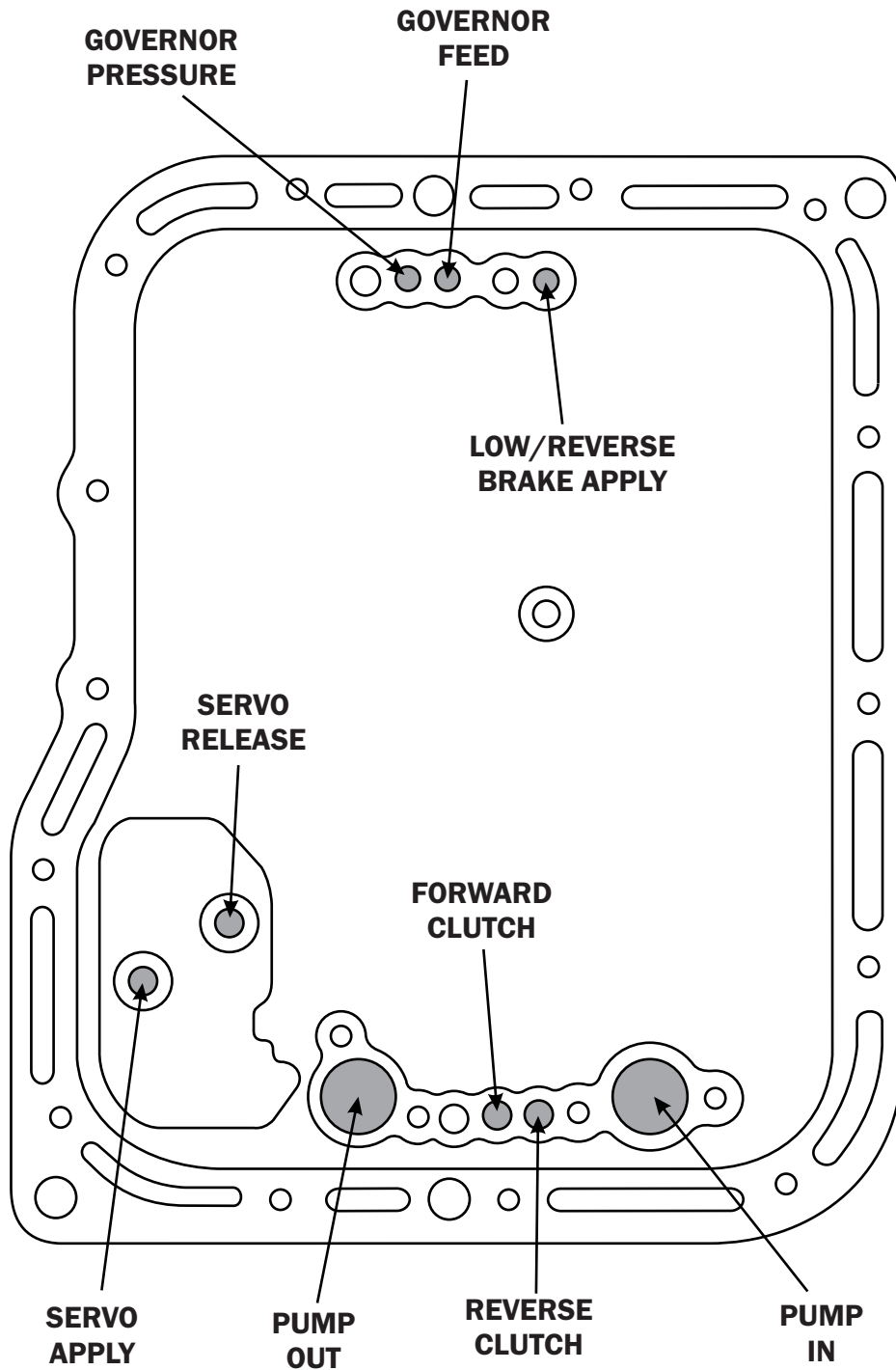


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NISSAN RL4RO1A/RE4RO1A/JR403E/RE4RO3A/R4A-EL

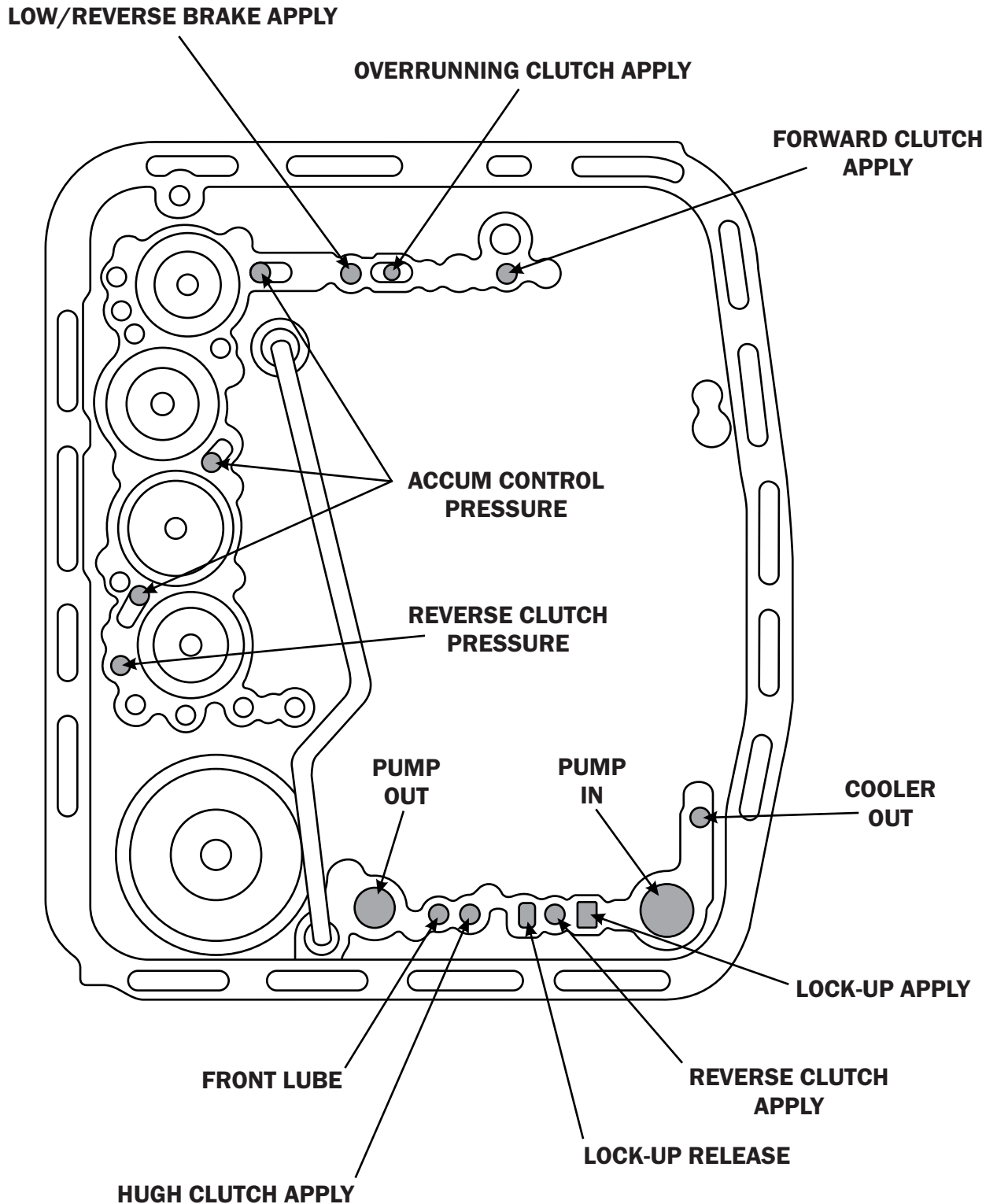


SUBARU 3 SPEED



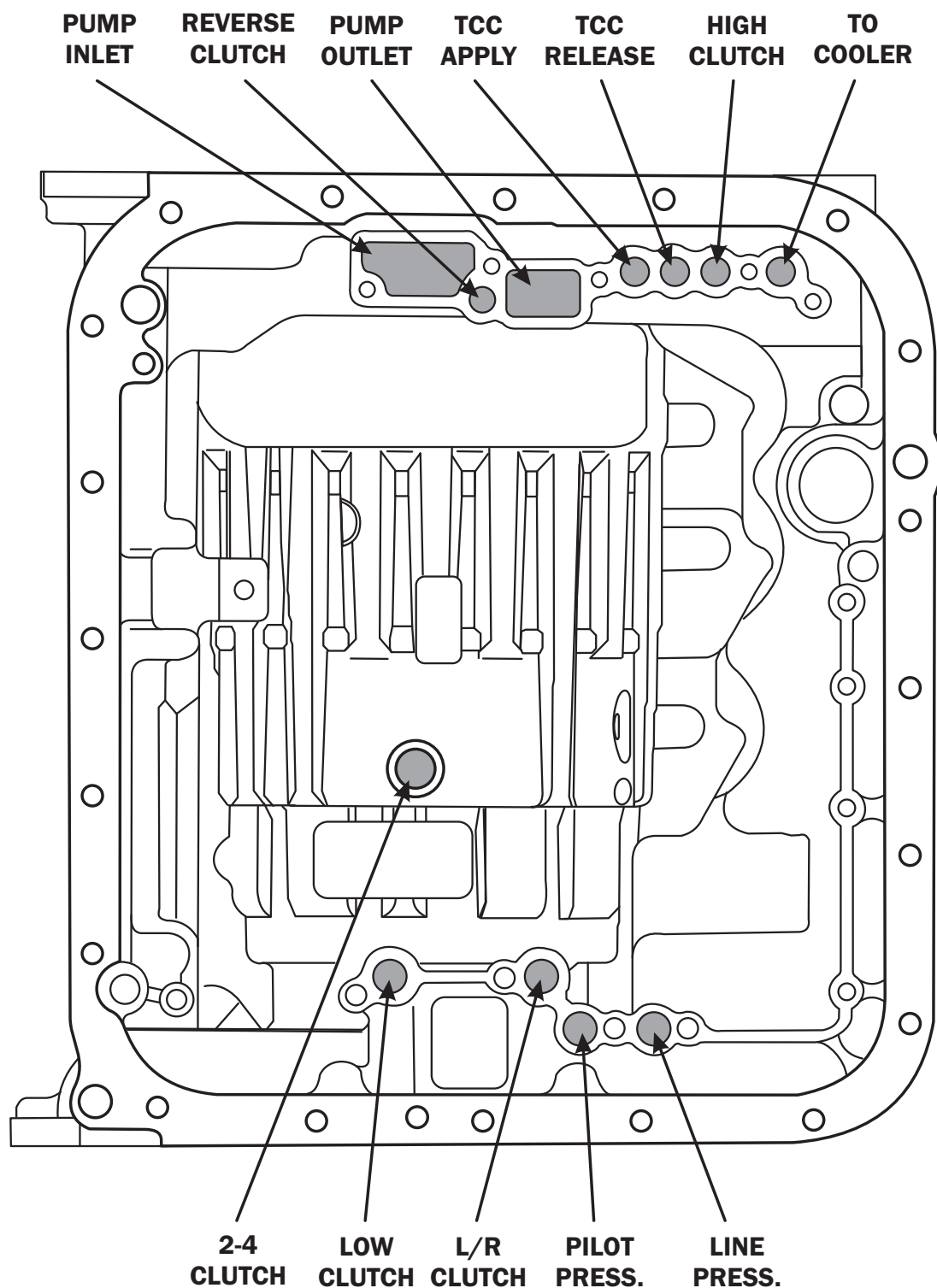
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SUBARU 4 SPEED



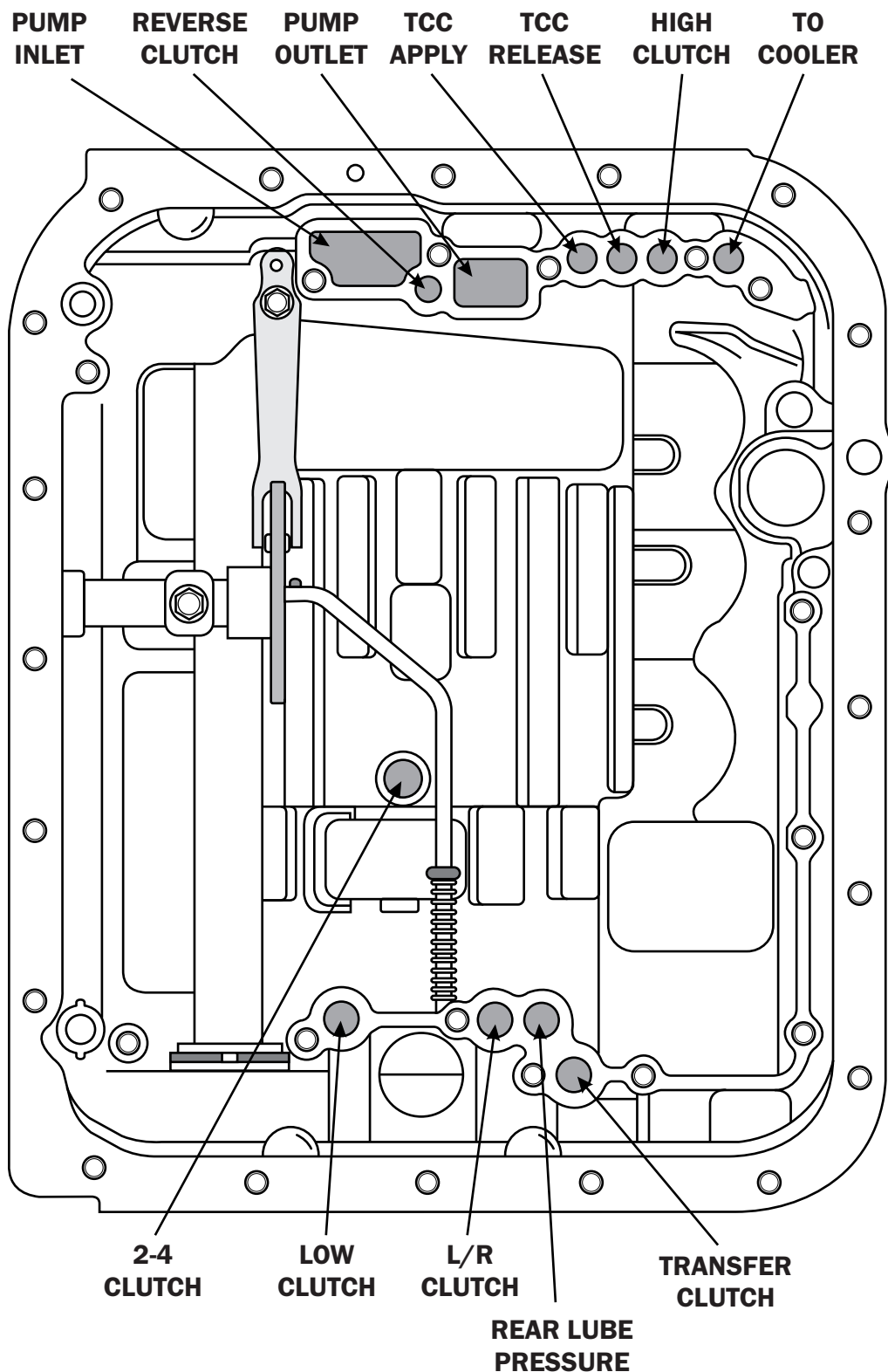
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SUBARU PHASE II



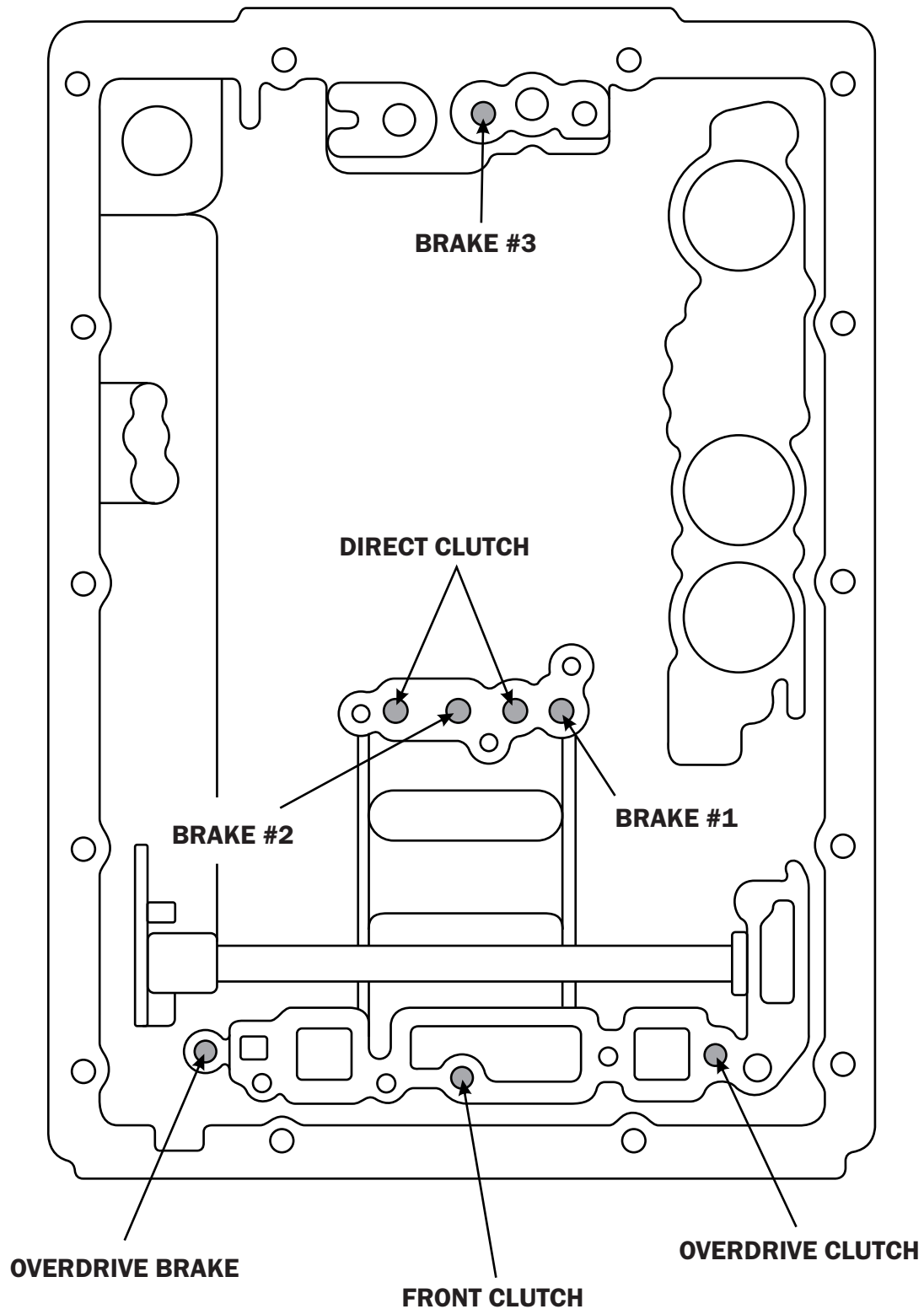
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SUBARU PHASE II VERSION II



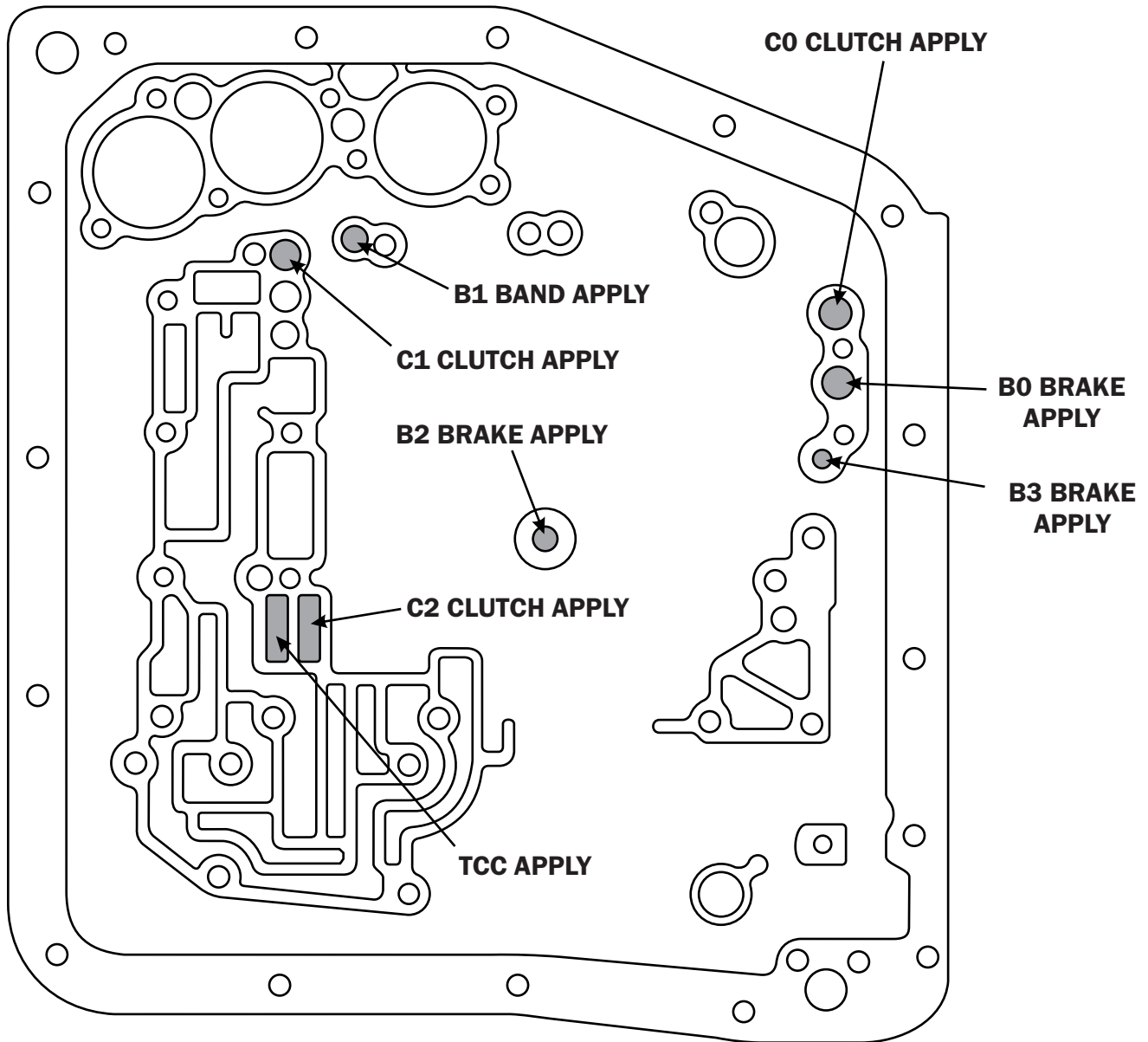
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TOYOTA A40



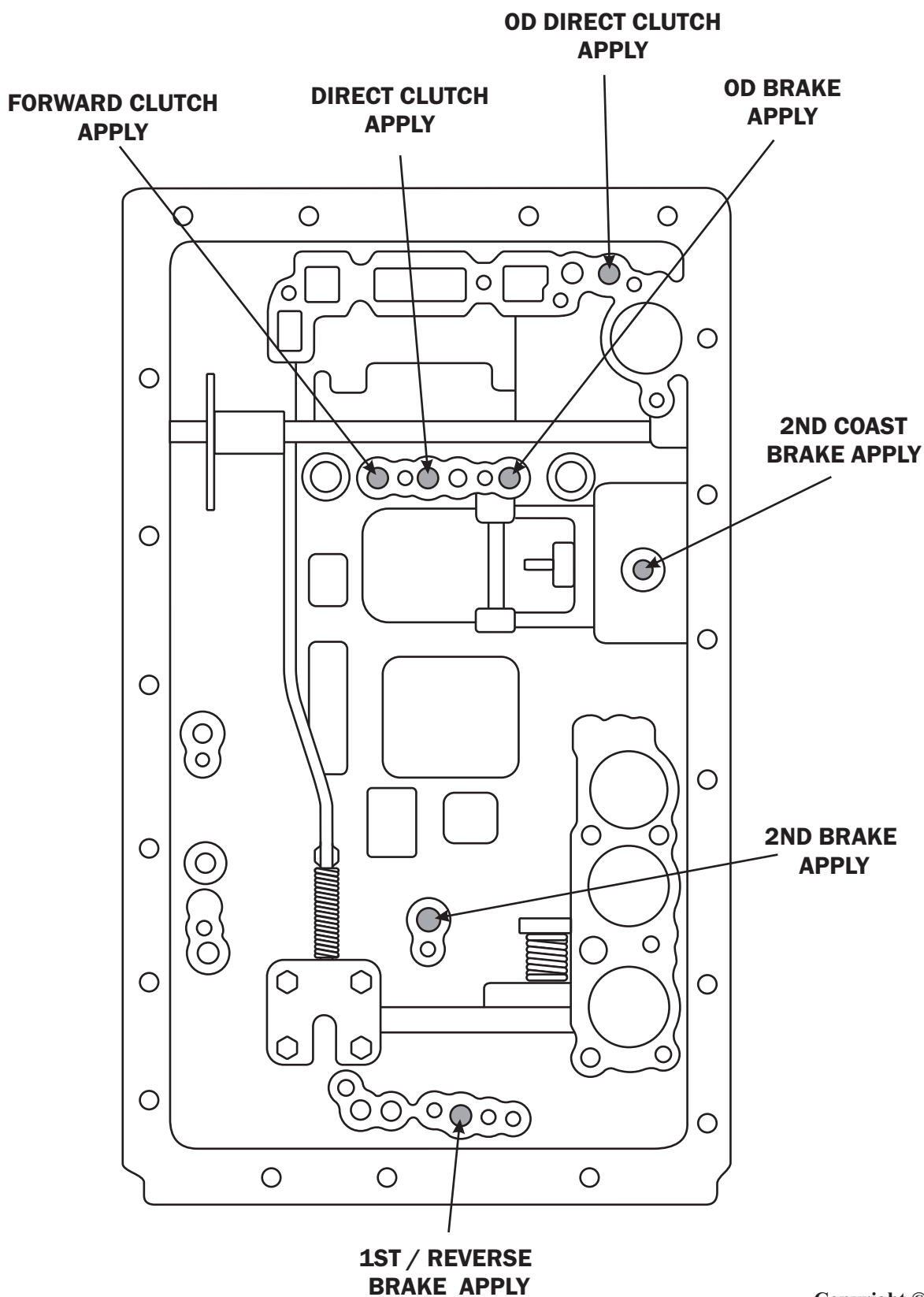
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TOYOTA A140



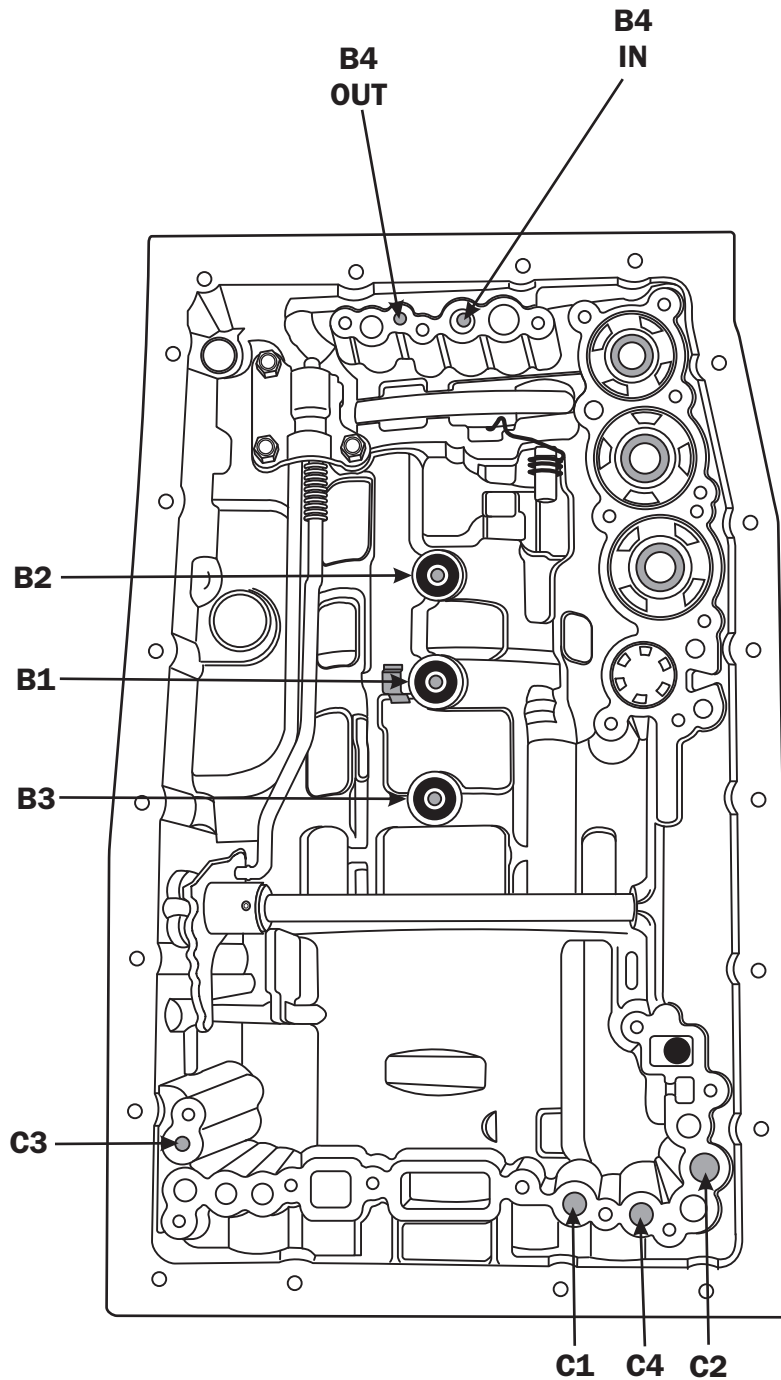
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TOYOTA A340

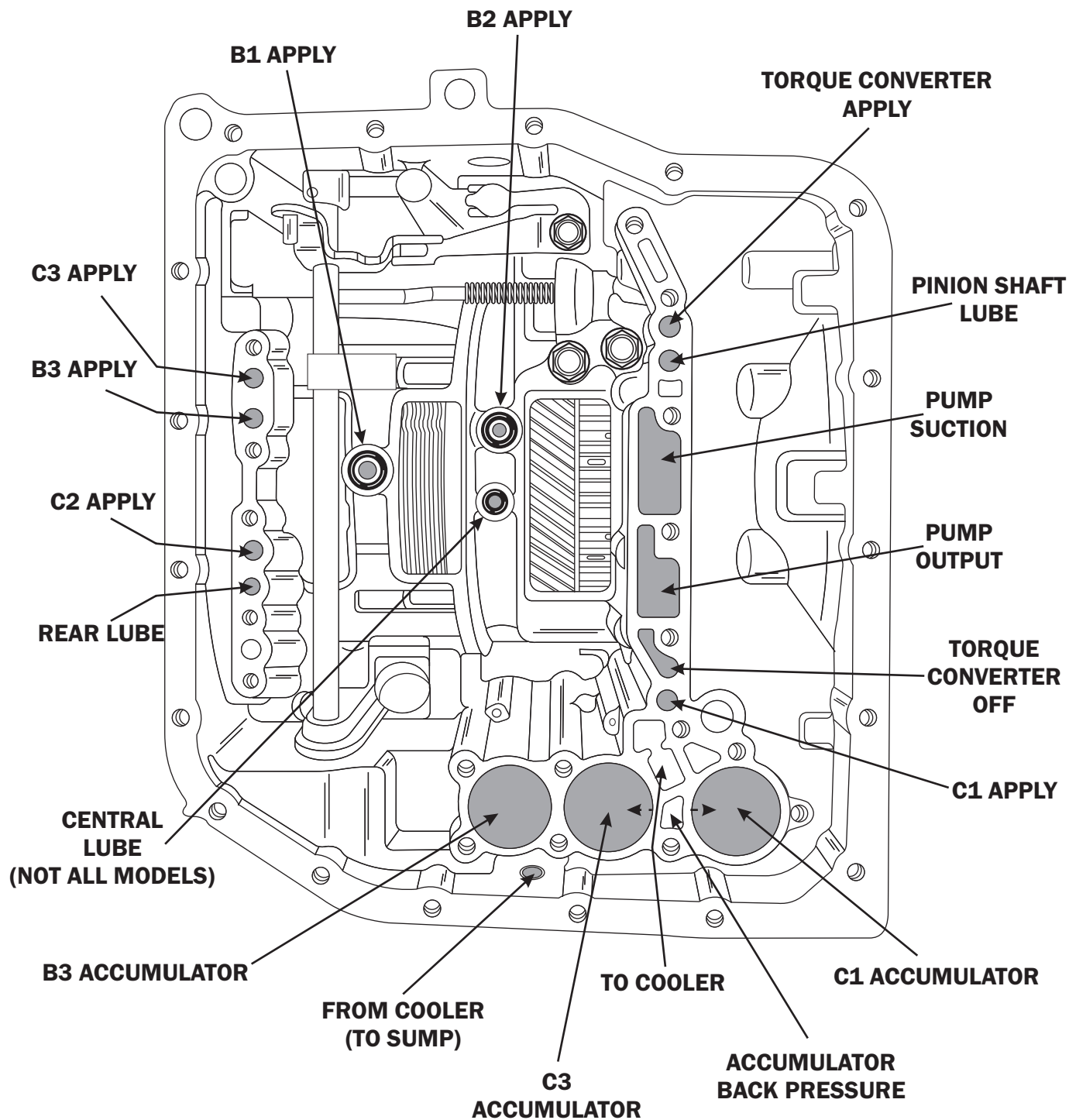


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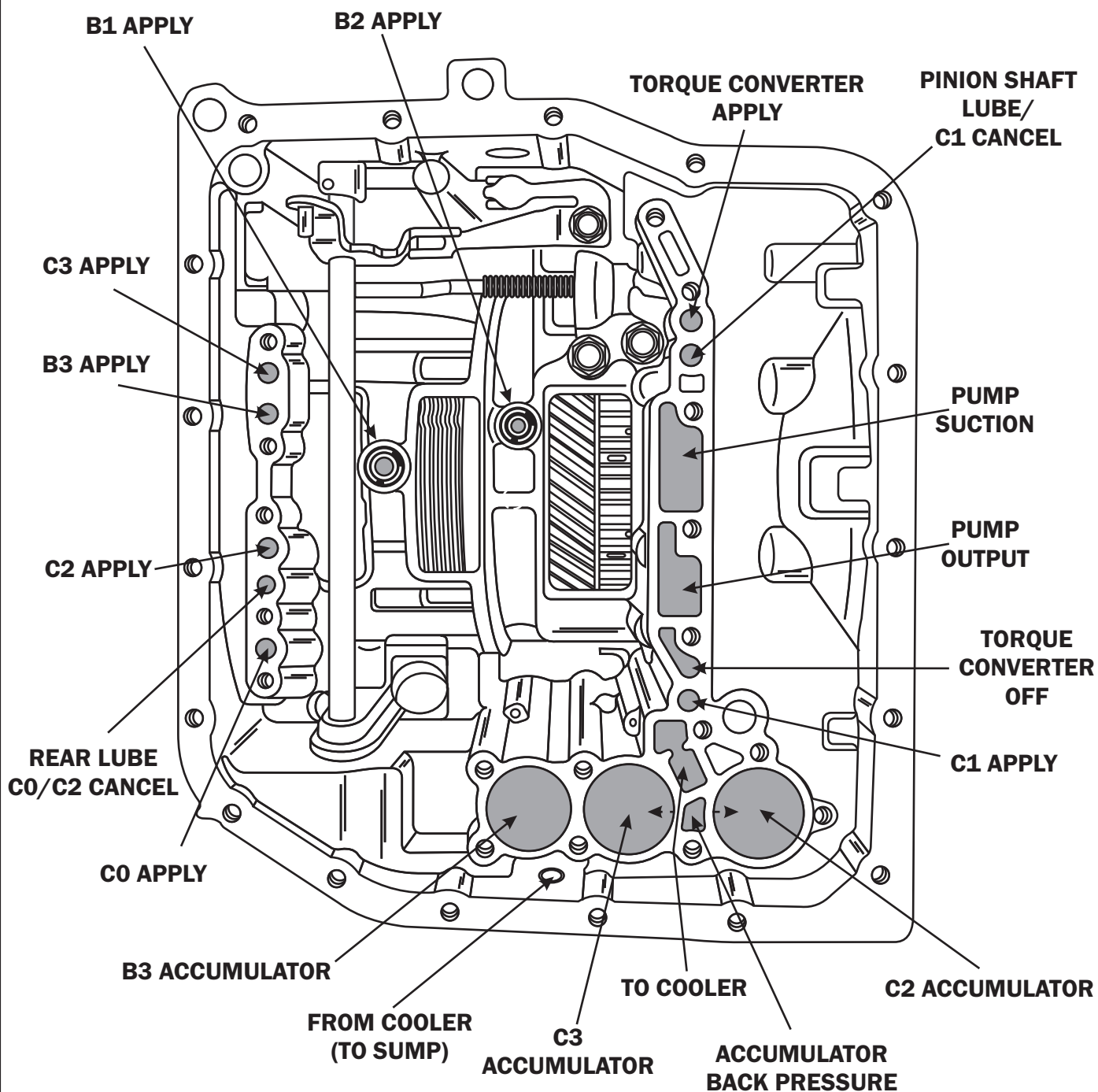


TOYOTA U140 / U240 SERIES

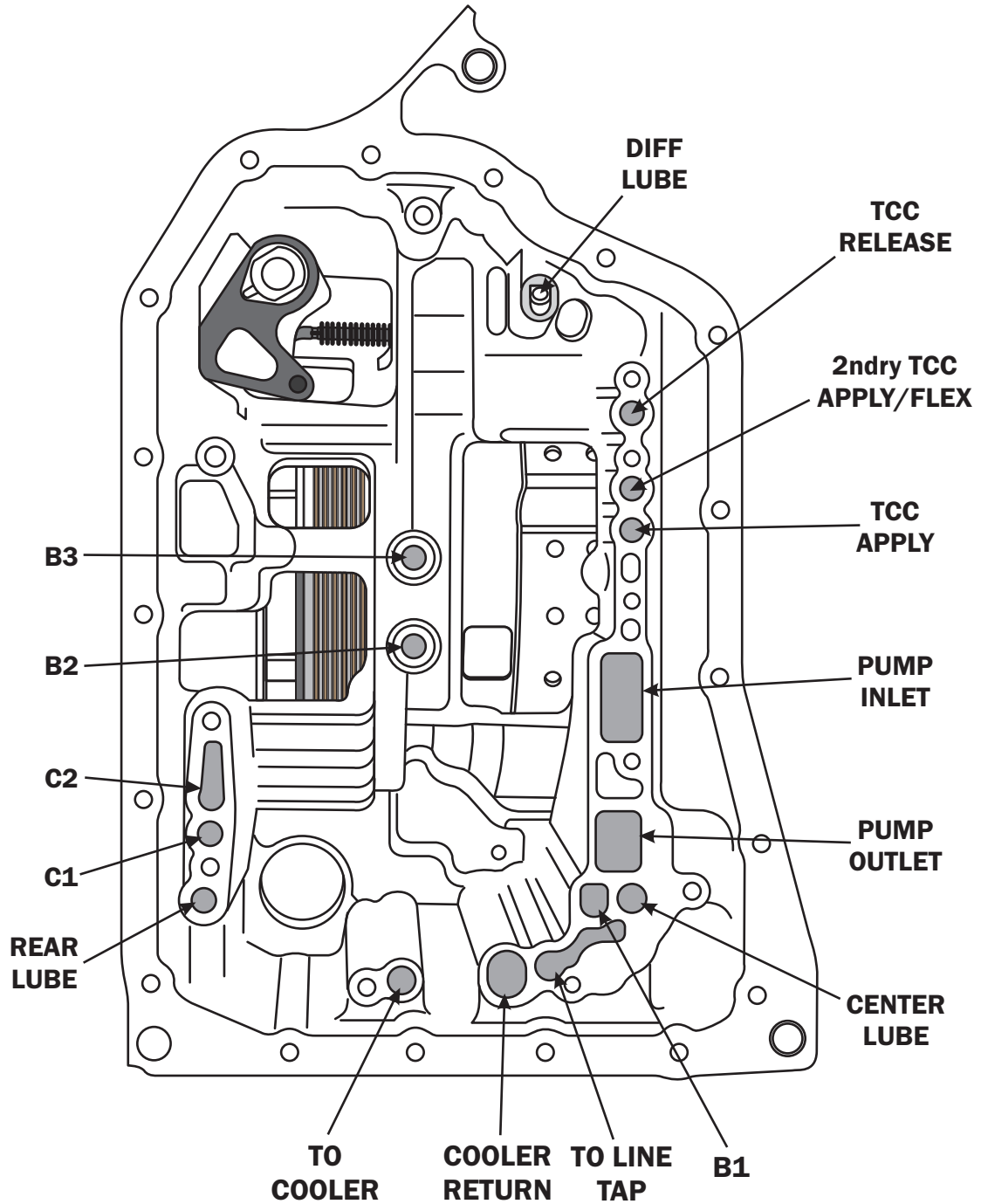


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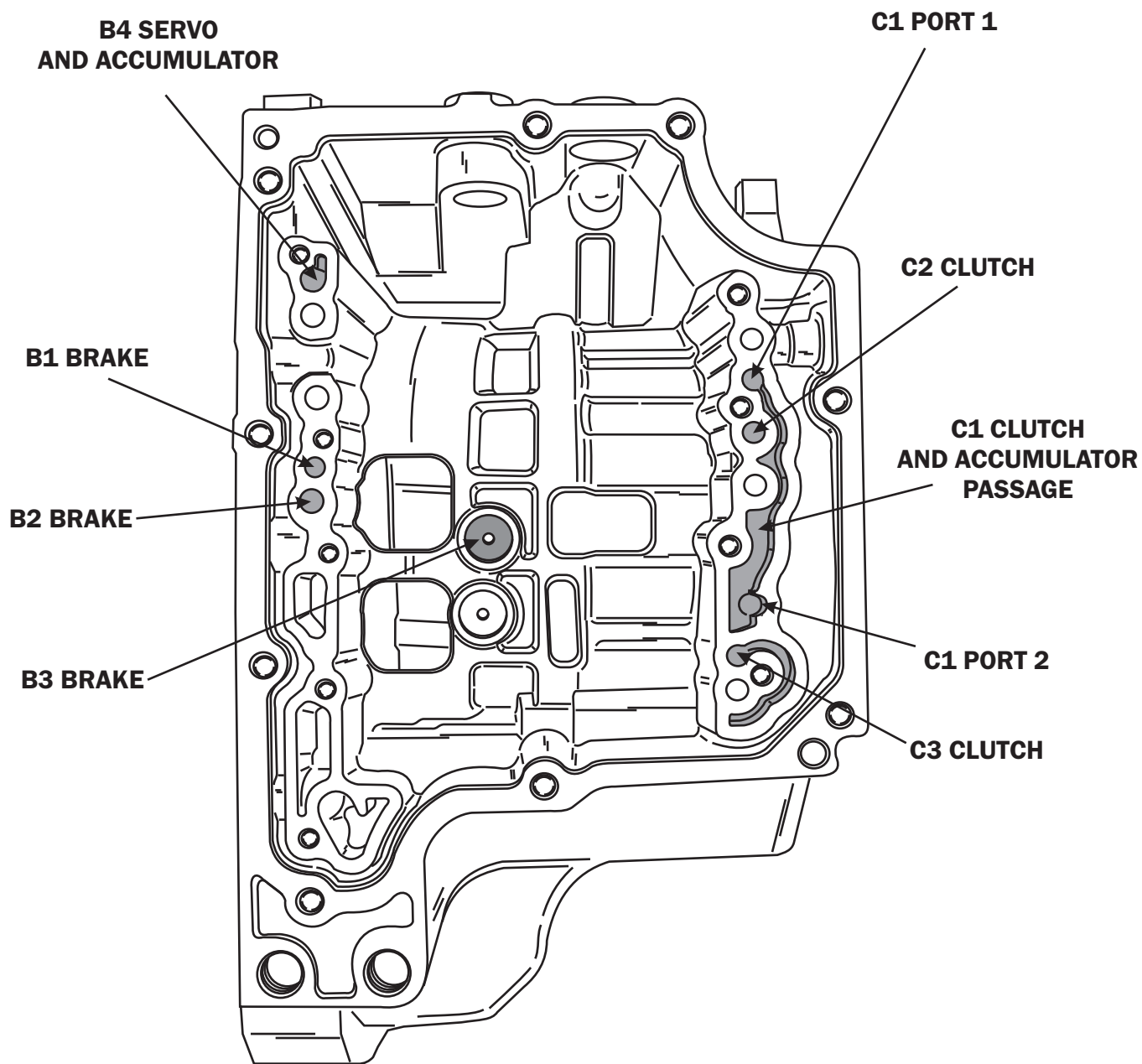
TOYOTA U150 / 250 SERIES



TOYOTA U660E

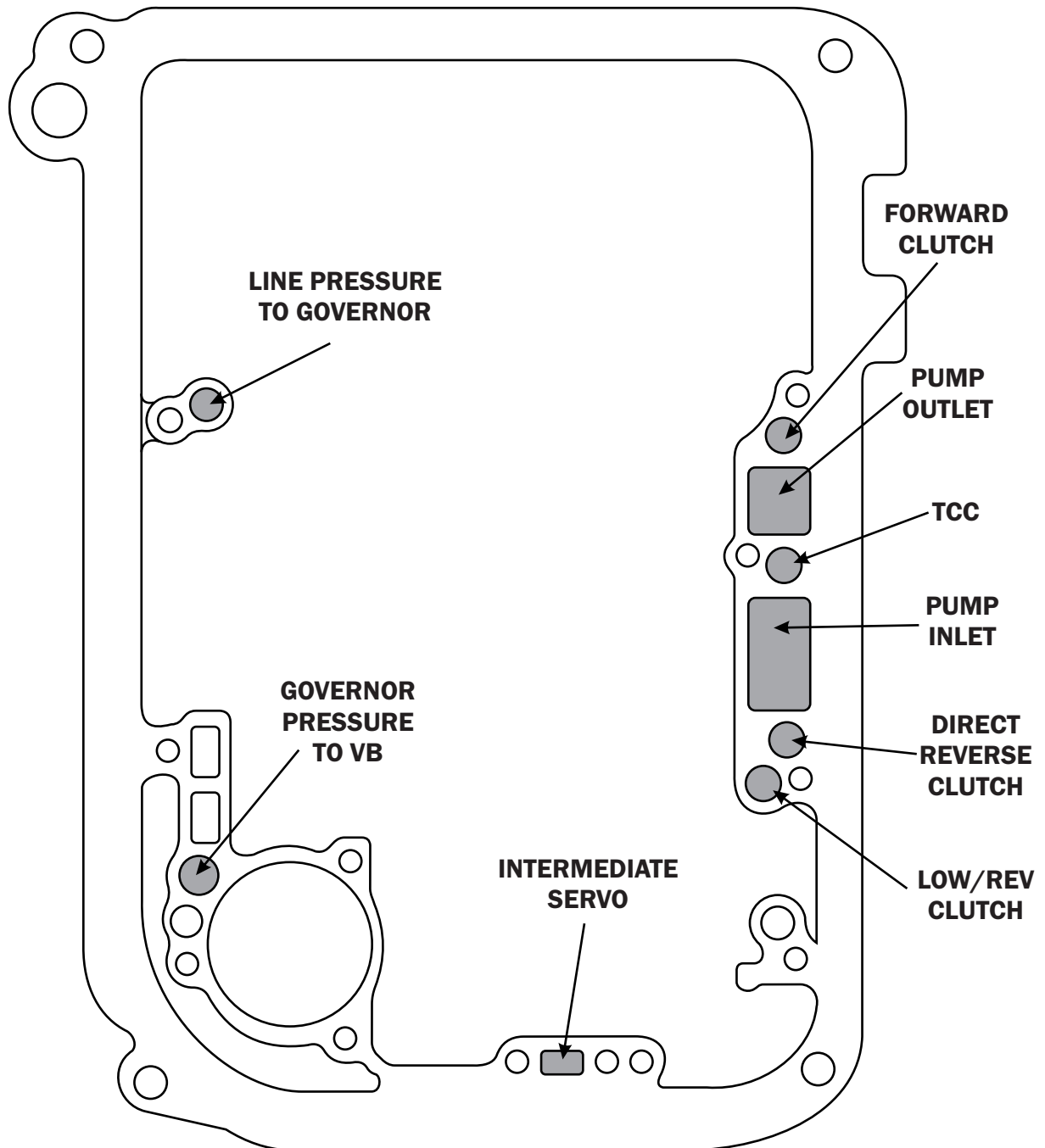


VOLVO 50-42LE



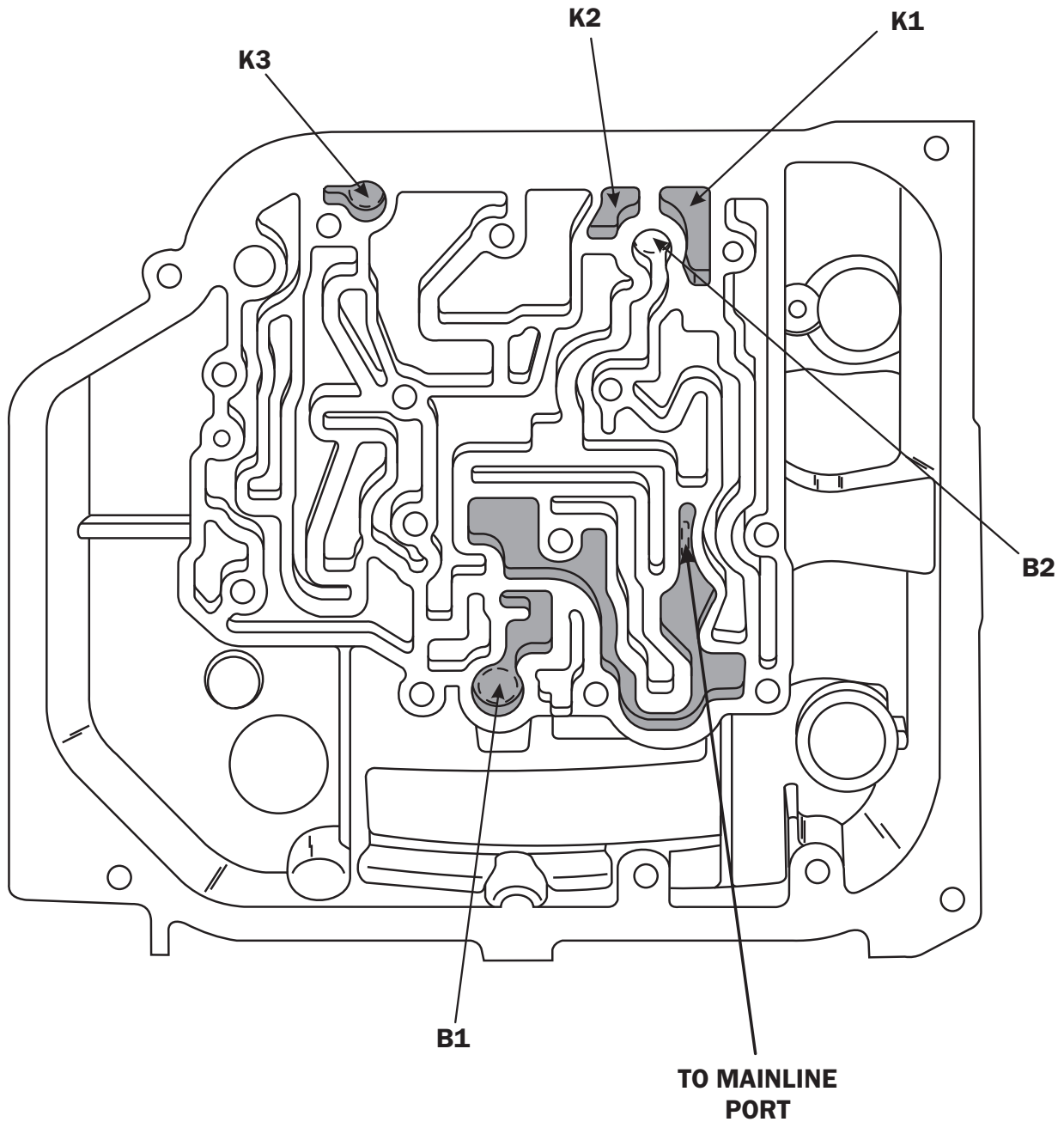
NOTE: When air checking the C1 clutch thru C1 port 1, you must cover C1 port 2 and vice-versa.

VW 010 / 003



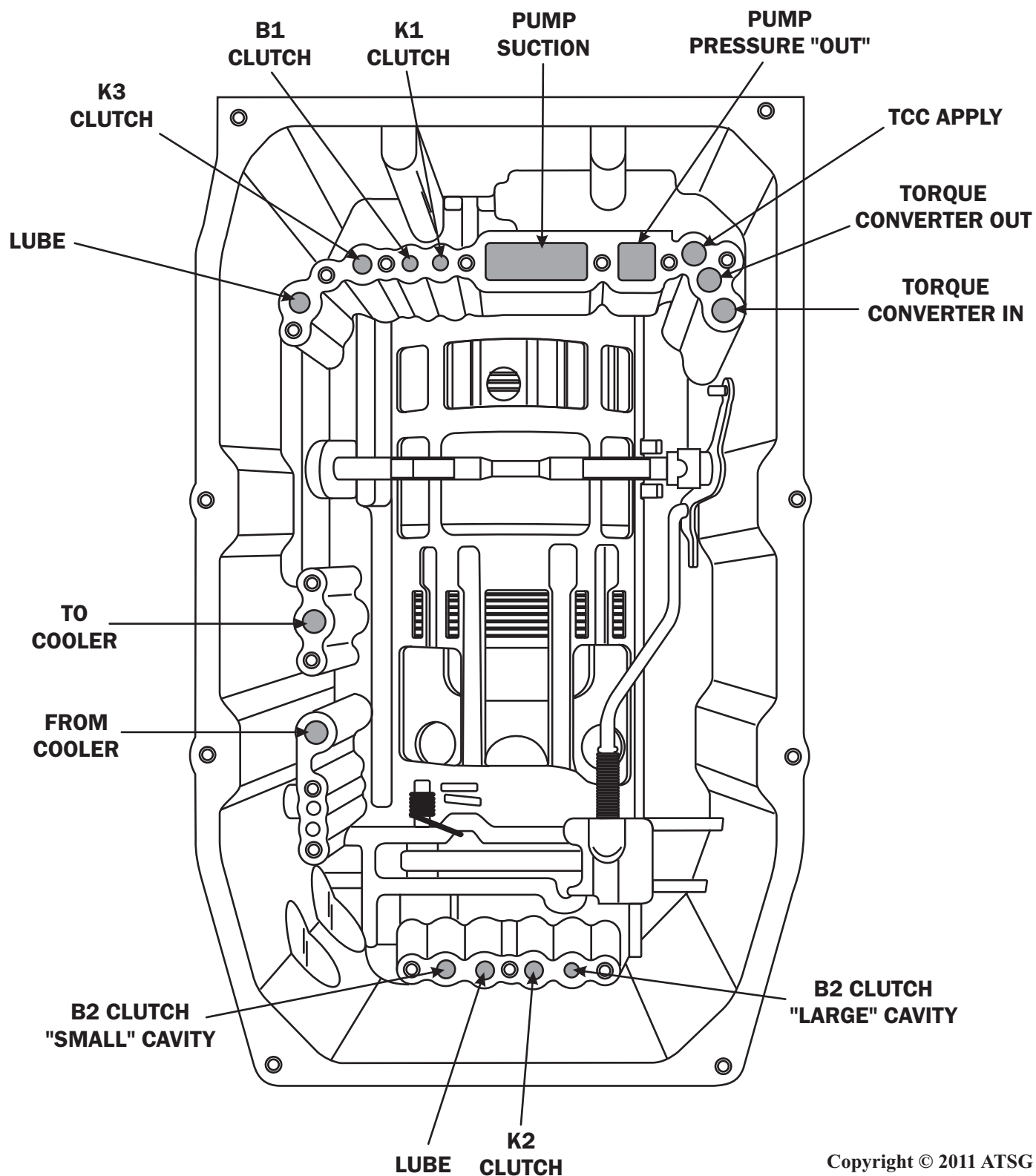
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VW 01M



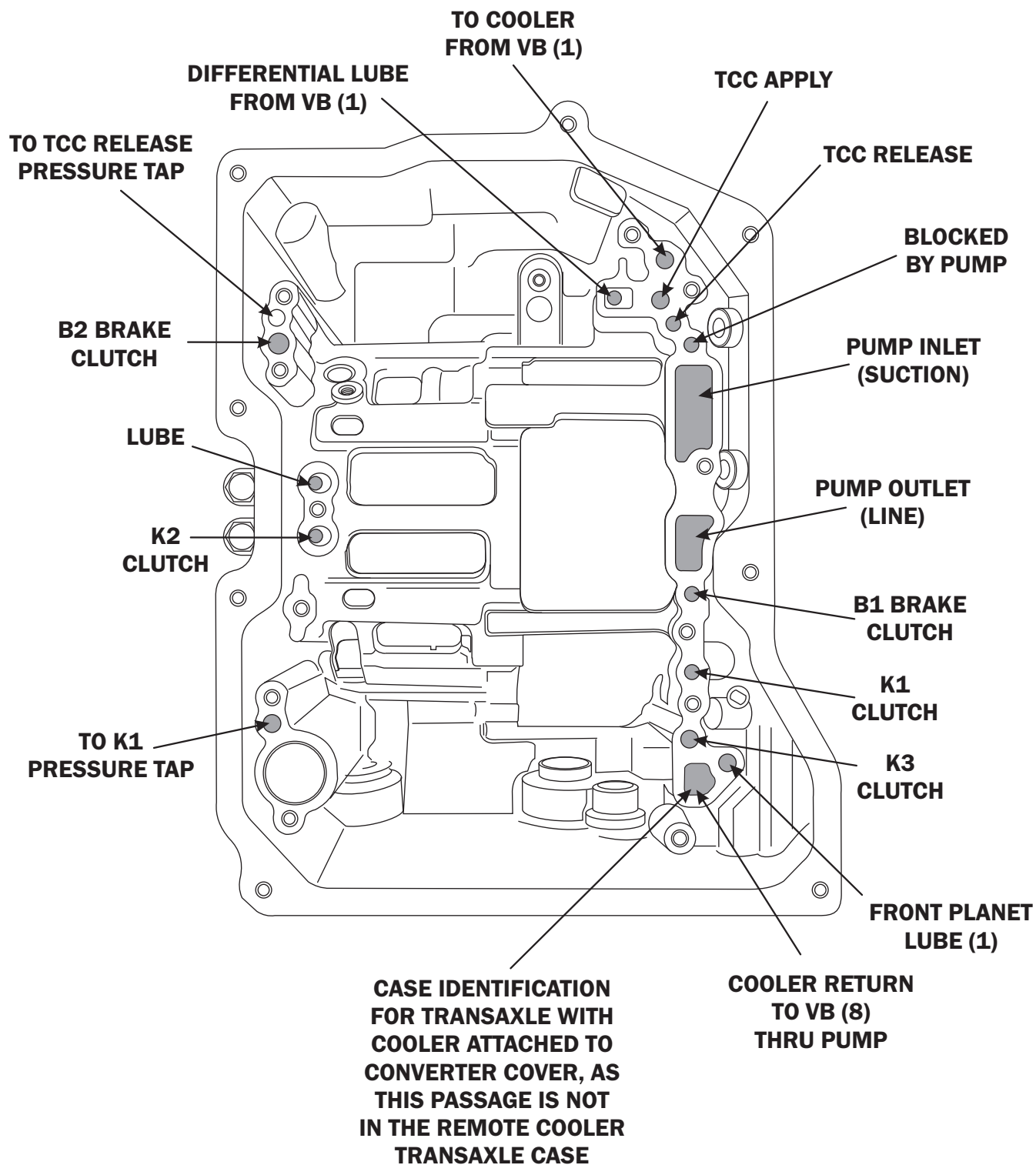
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VW 09D

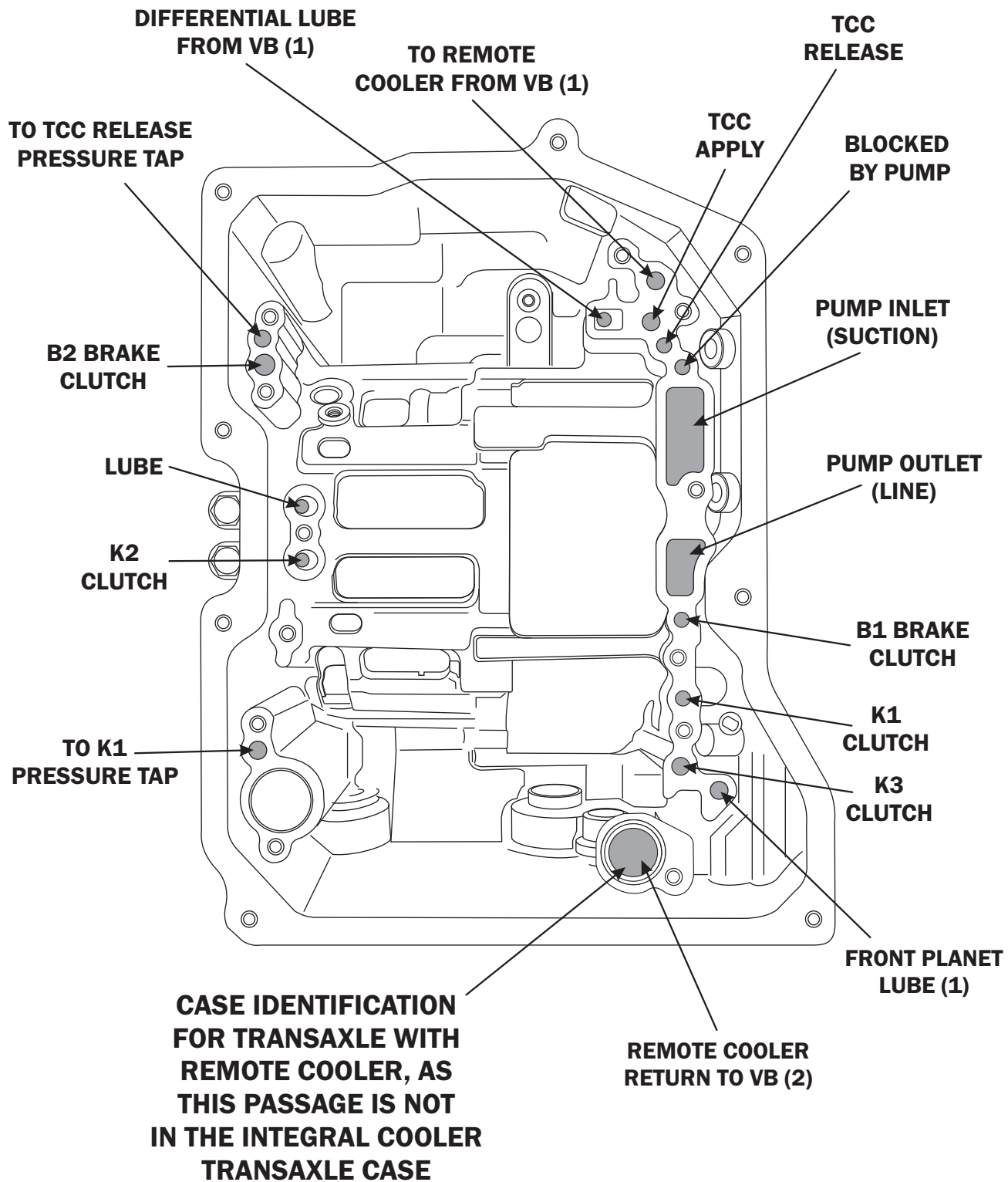


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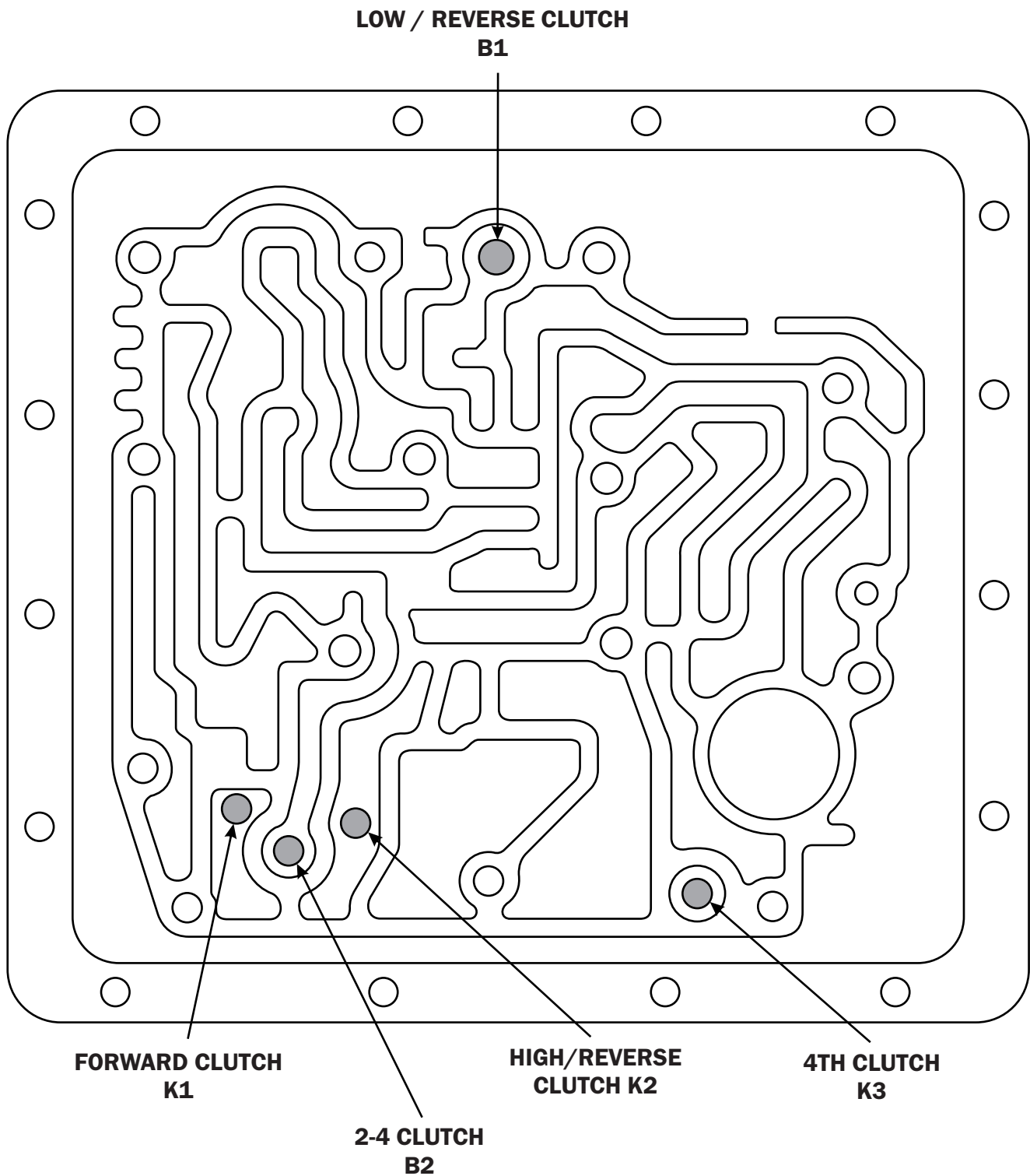
VW 09G WITH "INTEGRAL COOLER"



VW 09G WITH "REMOTE COOLER"

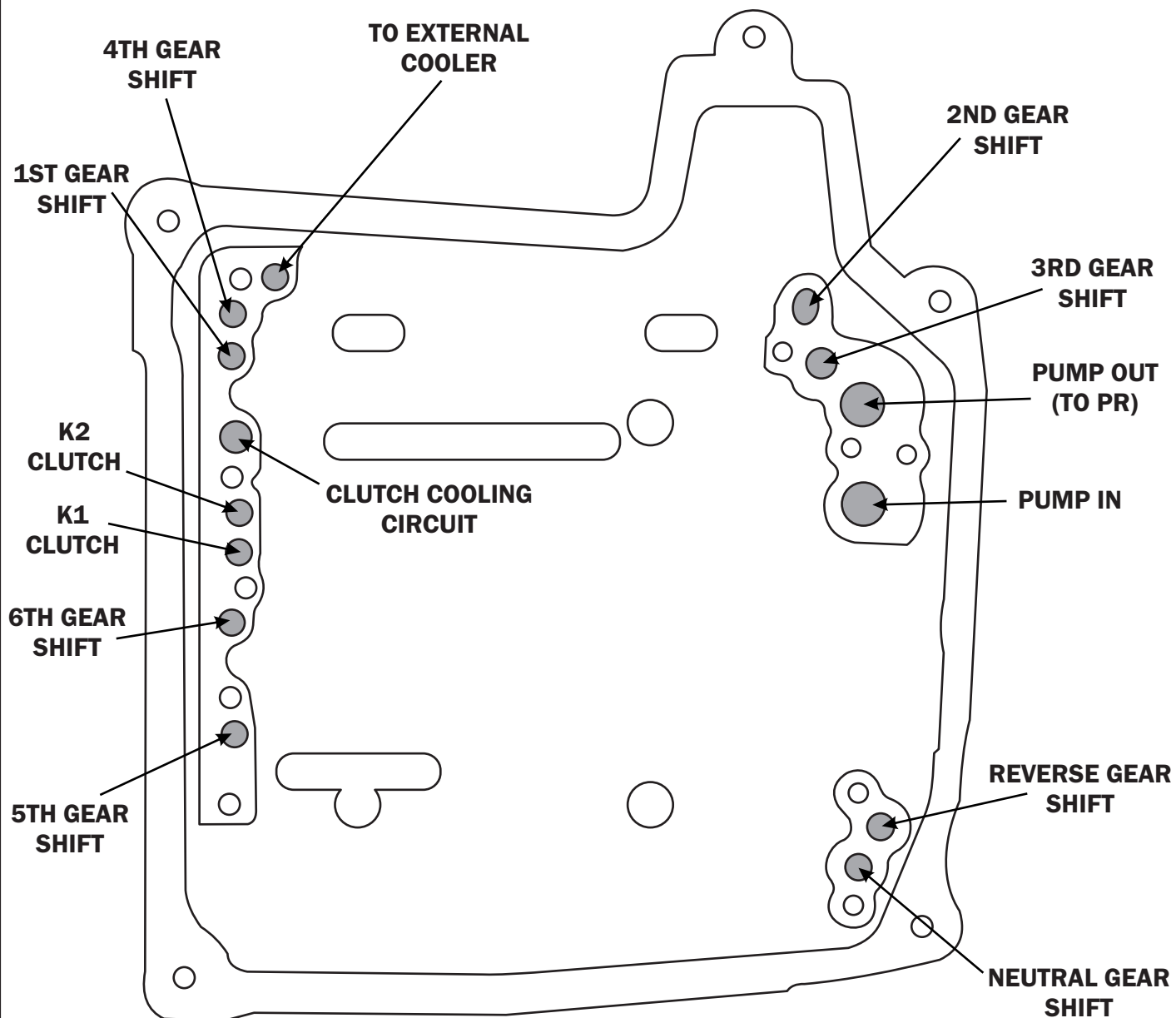


VW 096



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VW DSG / 02E



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