5L40-E

PART NUMBER **55211-11K, F-55211-TL**

Reverse Lockout Kit

55211-11K

1 Reverse Lockout Valve
1 Reverse Lockout Sleeve
1 Reverse Lockout Spring

TOOL REQUIRED

F-55211-TL

1 Reamer Jig
1 Guide Pin
1 Roughing Reamer
1 Finish Reamer

VALVE BODY FIXTURE REQUIRED

Note: This tool kit is used for installing both **55211-11K** & **55211-01K**.

Also available

55211-01K

AFL Valve & Sleeve Kit

TOOL REQUIRED

Note: Use tool kit above **F-55211-TL**.

55211-04K

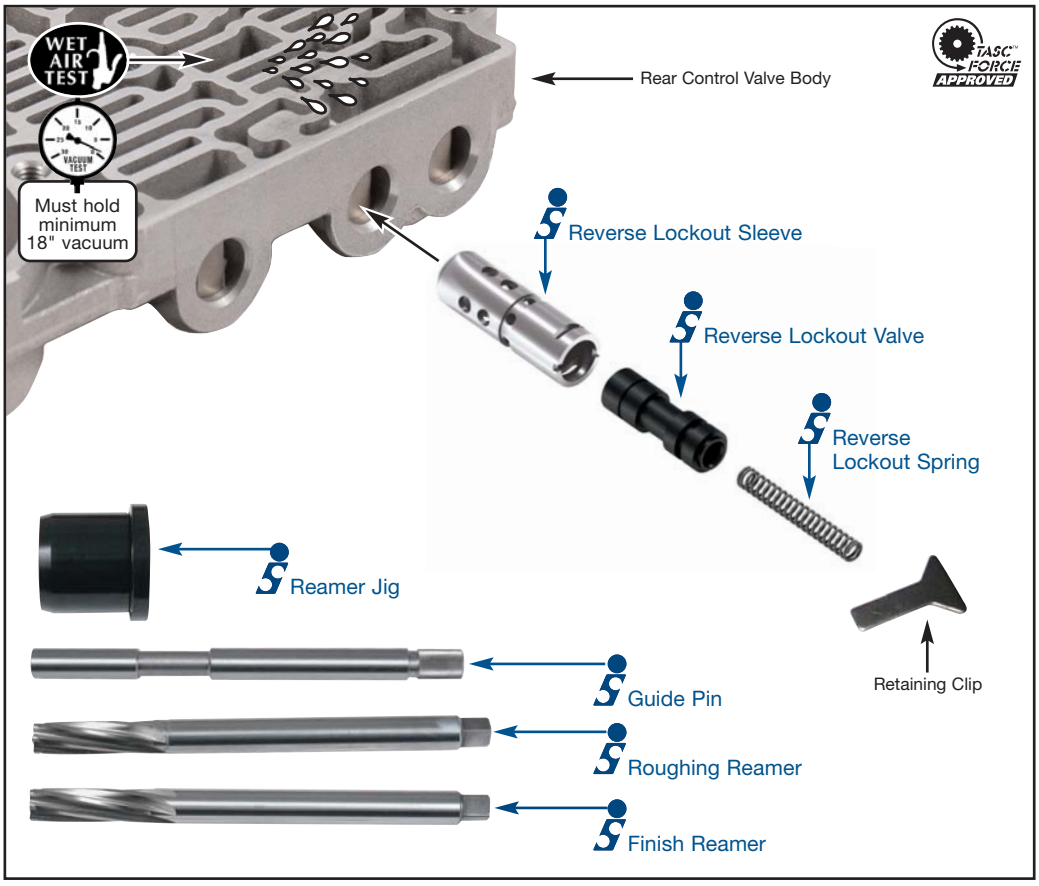
TCC Regulator Valve and Sleeve Kit

TOOL REQUIRED

F-55211-TL4

Tool Kit for 55211-04K

VALVE BODY FIXTURE REQUIRED



Note: A defective TCC solenoid can cause cross leaks that lead to loss of reverse.

Disassembly

1. Remove and keep the OEM Y-shaped retaining clip.
2. Remove and discard the OEM valve and spring.

Reaming Instructions

Prep and Set-Up

1. Clean the bore thoroughly.
2. To align the AFL bore in the fixture, follow the **VB-FIX** instructions. From tool kit **F-55211-TL**, use jig **F-55211-RJ** and guide pin **F-55211-GP**, then ream with roughing reamer **F-55211-RM**, then finish reamer **F-55211-RM2**.

NOTE: Extra attention should be paid to alignment and securing the valve body to the fixture on this bore. A very smooth action to insert and remove the guide pin after final securing is a must to provide easy, on-center reaming of this bore.

3. Soak the bore and reamer with cutting fluid (Mobilmet S-122, Lubegard Bio-Tap, Tap Magic™, etc). For best results, provide a continuous flow of water-soluble cutting fluid (i.e. Mobilmet S-122) during the reaming process.

4. Gently insert the reamer through the jig and into the bore until the cutting tip contacts the first bore to be reamed.
5. Select the correct sized socket to fit the square shank of the reamer, and attach it to a wobble/swivel socket drive.

Reaming

NOTE: Once a valve body alignment has been established on the **VB-FIX**, do not disturb or loosen the valve body setting or guide setting in any way until the reaming process is complete. Be sure to use plenty of continuously supplied cutting fluid while reaming these bores.

1. The reamer should be turned by hand using a speed handle or by a low rpm, high torque air drill regulated to a maximum of 200 rpm.
2. The reaming action should be clockwise in a smooth and continuous motion, at 60-200 rpm. The reamer should actually pull itself through the bore, so little or no forward force should be applied.
3. Continue reaming until the reamer stop is reached. The approximate reaming time is 5 minutes for each reamer.

Finish and Clean-up

1. Using low air pressure, blow the chips free before removing the reamer.
2. To remove the reamer, turn clockwise while slowly pulling outward on the reamer.
3. Remove any remaining debris from the bore with low air pressure and clean in a solvent tank.
4. Examine the bore after cleaning for surface finish, debris, and burrs. Flashing and burrs on the exit side of casting bores can be carefully removed with a small piece of Scotchbrite™ on the end of a long wire.
5. Clean the reamer after each use and store in its protective tube.

Cautions & Suggestions

1. Turning the reamer backward will dull it prematurely.
2. Pushing on the reamer will result in poor surface finish and inadequate and sporadic material removal.
3. Never use a crescent wrench, ratchet or pliers to turn the reamer.
4. A dull reamer will cut a smaller hole.

Installation

1. Ensure the valve/sleeve assembly is correctly oriented. The valve spring pocket should facing outboard, and the sleeve end with the notches should be facing outboard.
2. Insert the replacement spring into the valve spring pocket.
3. Push the valve/sleeve/spring assembly into the casting bore, just deep enough to install the OEM Y-shaped retaining clip into the top outboard sleeve slot.
4. Compress the spring using a screwdriver blade, and finishing installing the Y-shaped retainer.

NOTE: The sleeve does **NOT** bottom in the bore.

Final Verification Steps: WAT and Vacuum test

Block the valve inboard, and place a small amount of oil into the TCC Signal port, and follow with low air pressure. Leakage past the valve spool and out the reverse fluid port indicates wear. A vacuum test a the TCC Signal port should yield at least 18" of vacuum pressure.