

## O-Ringed End Plug Kits

### 15741-35K

- Small End Plugs (5) 9mm
- Small O-Rings (7)

### 15741-36K

- Large End Plugs (5) 11mm
- Large O-Rings (7)

**NOTE:** Fits Volvo (AM6), Opel (AF40), Peugeot (TF80), Saab (AF40/6), Land Rover (TF80), Ford (AF21), Mazda (AW6A-EL), BMW (6F21WA) & VW/Audi (09G, 09K, 09M, 09D).

#### Also Available

#### Replacement O-Rings

- OR-59947A-25** (25) Small 9mm  
**OR-59947B-25** (25) Large 11mm

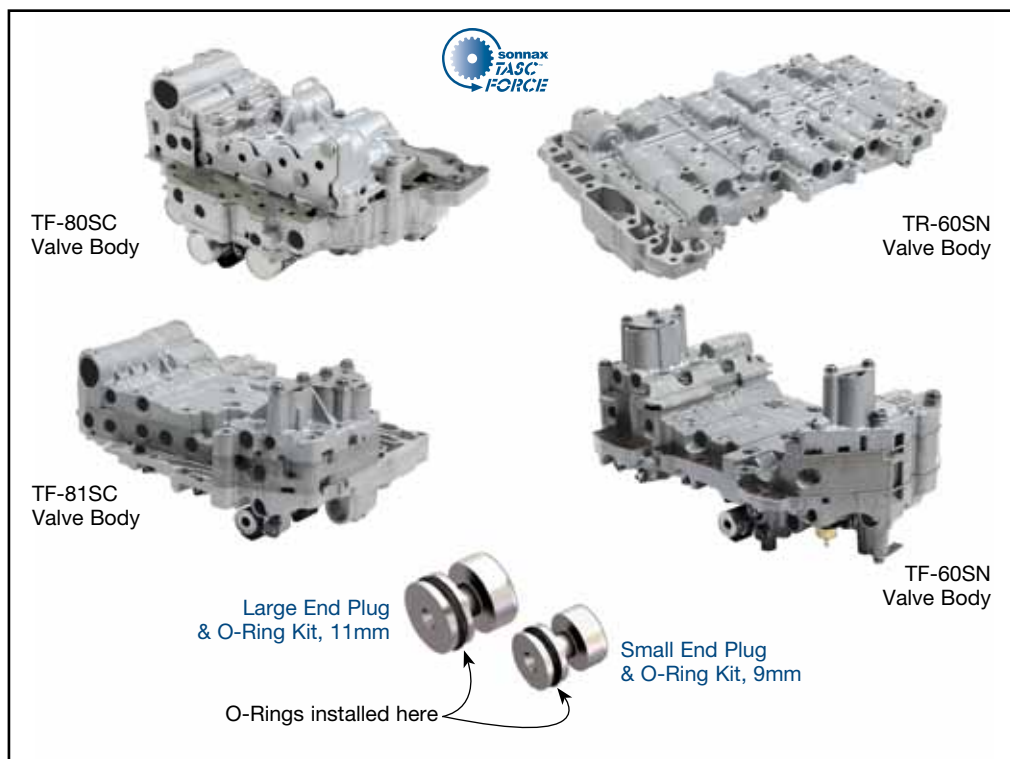


Figure 1

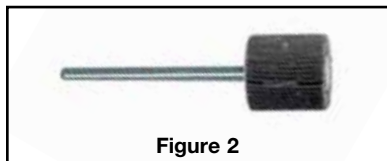


Figure 2

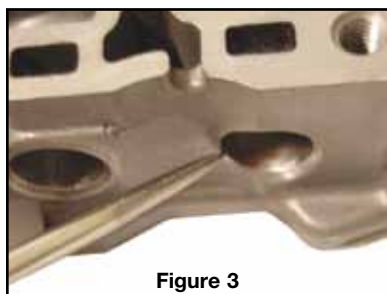


Figure 3

### 1. Disassembly

- Remove and discard the OE end plugs.
- Keep the OE plug retainer for reuse.

### 2. Preparation

- Inspect the bore entry surface for a ridge just inboard of the end or chamfer. The ridge is difficult to see with the naked eye, but can be felt by carefully dragging a sharp pick out the bore and down the chamfer (**Figure 1**).
- Ridges must be removed. Use a 3/8" diameter flap wheel (**Figure 2**) chucked in a miniature die grinder to smooth the transition from the chamfer into the bore.
- Use deburring tool or bearing scraper to complete the .020" to .030" wide chamfer all the way around the bore edge where the valve body contour may have caused the factory chamfer to be less than a full circle (**Figure 3**).
- Thoroughly clean the valve body prior to assembly.

### 3. Installation & Assembly

- Install the appropriate valve train into the valve body bore.

- Install the O-ring into the shallow groove that is close to one end of the plug (see parts above).
- Use a small amount of of Transgel, Sonnax Slippery Stick™ O-LUBE or new ATF/STP mix to lubricate the O-ring, end plug and valve body chamfer.
- Start the end plug into the bore with the O-ring outboard. In all the bores, the O-ring seals on the first land just inside the bore opening.
  - Use a small flat bladed screwdriver inserted through the retainer post cavity to control the movement of the end plug as the O-ring compresses into the bore.
  - Do not allow the O-ring to travel beyond the first segment of the bore, as the O-ring will be destroyed by the sharp edges of the intersecting retaining post cavity.
  - Using a brass or wood drift, carefully press the end plug into the bore, working in slow, incremental steps which will allow the O-ring to enter and advance into the contour without damage.
- Install the OE retainer.