TF-80/81SC

PART NUMBERS 39741-22K, F-39741-TL22

B1 Band Control Valve Kit

39741-22K

1 Valve
1 Sleeve
1 Spring

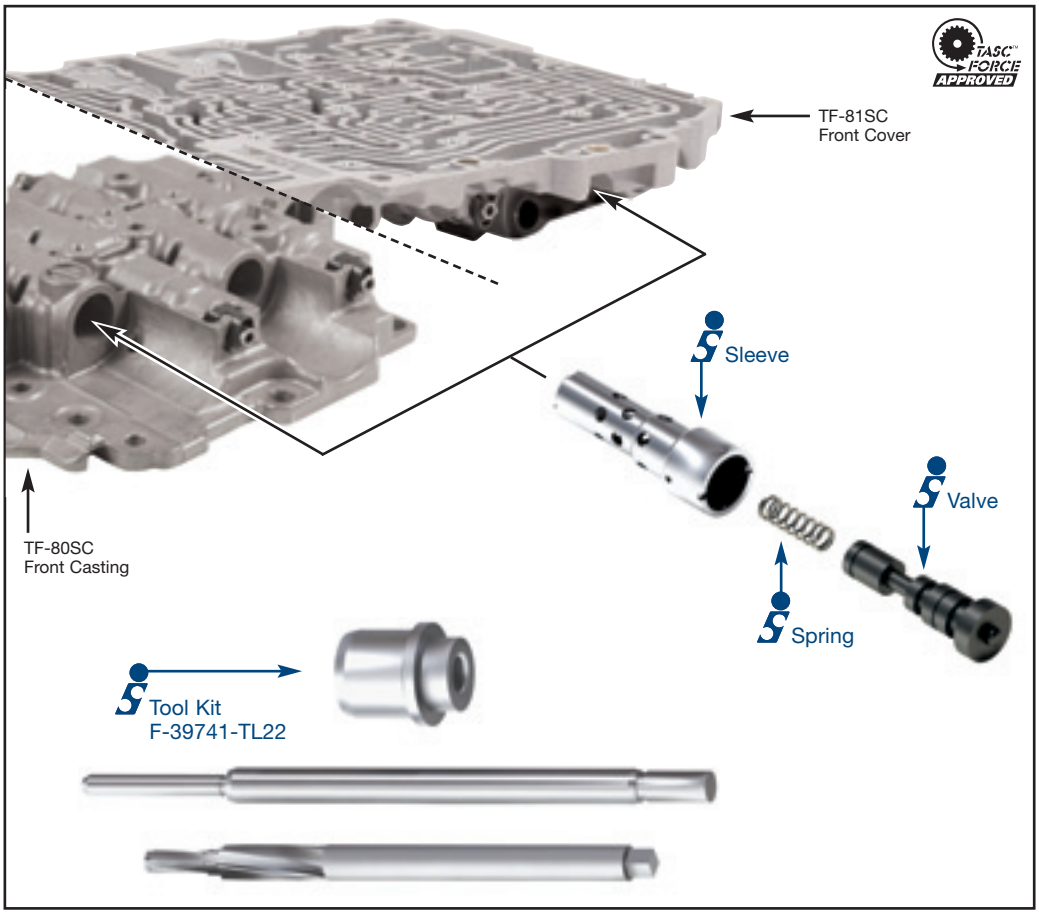
TOOL REQUIRED

F-39741-TL22

1 Reamer
1 Guide Pin
1 Reamer Jig

VALVE BODY FIXTURE REQUIRED

Note: Fits Volvo (AM6); Opel (AF40); Peugeot (TF80); Saab (AF40/6); Land Rover (TF80); Ford (AF21) and Mazda (AW6A-EL).



Notes or Cautions

Prior to the removal of any control valve adjustment plug, measure and record the distance from the plug to the casting. This measurement must be duplicated upon assembly (see Figure 1).

Disassembly Steps

1. Measure and record adjustment plug to casting distance.
2. Remove solenoid, valve, spring and adjustment plug.
3. Discard OEM valve and spring.
4. Reinstall adjustment plug into empty bore, such that the inboard nub is just visible at the casting port (see Figure 2). The approximate measurement from casting face to the end of plug is .270". Hold in place with OEM clip. The end plug will serve as the guide pin and reamer stop.

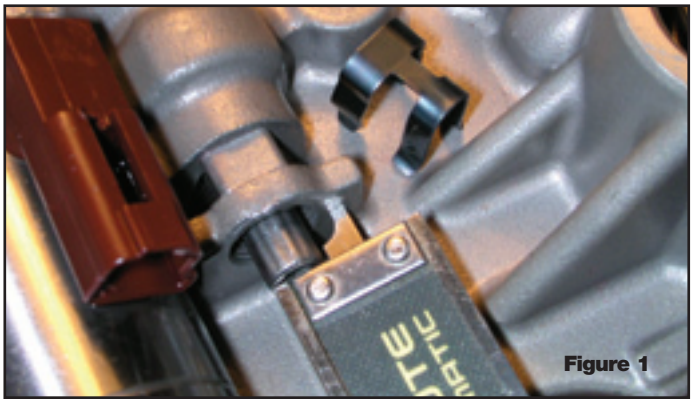


Figure 1

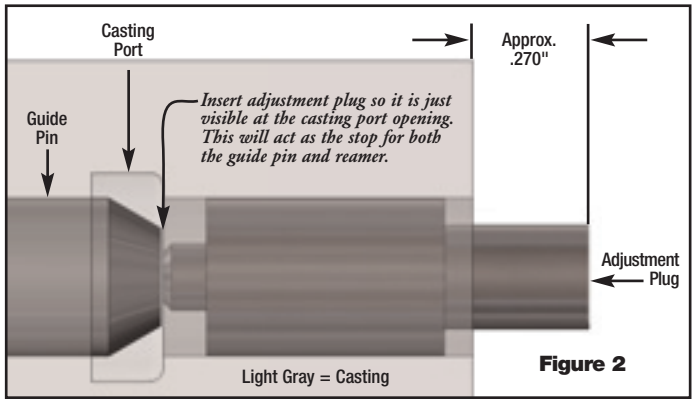


Figure 2

TF-80/81SC

PART NUMBERS **39741-22K, F-39741-TL22**

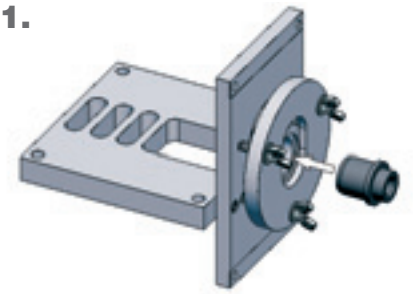
B1 Band Control Valve Kit

Important Notes:

1. Clean the bore thoroughly in a solvent tank.
2. Generously lubricate the bore and reamer with cutting fluid (i.e. 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.
3. The reamers should be turned using a low rpm, high torque air drill regulated to a maximum of 200 rpm.
4. Examine the bore after cleaning for surface finish, debris, and burrs. Flashing and burrs on the exit side of lands and bores must be carefully removed. A small piece of Scotchbrite™ material attached to a wire and powered with a drill motor is ideal for the task.

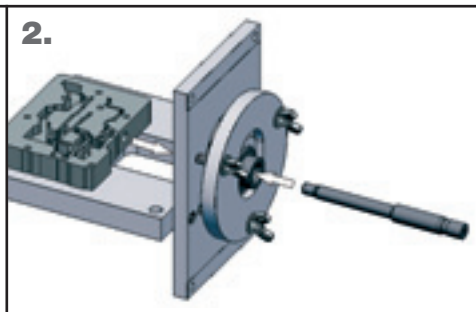
Reaming Instructions

1.



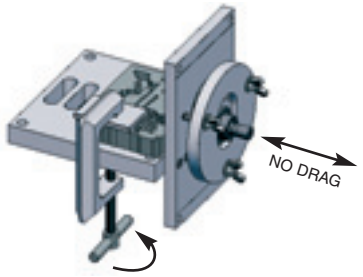
Insert the reamer jig.

2.



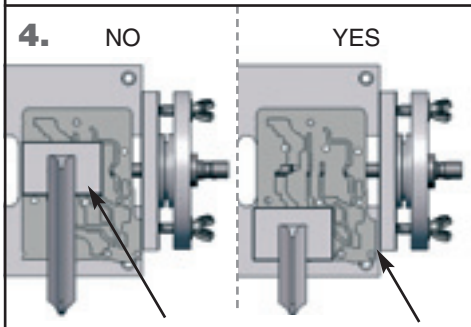
Align the guide pin and valve body.

3.



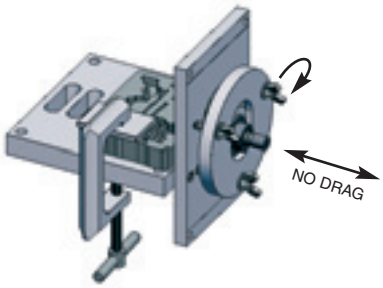
Tighten the clamp.
Guide pin must move freely.

4.



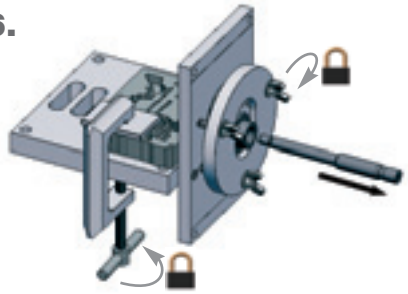
Do not clamp over bore. Leave gap.

5.



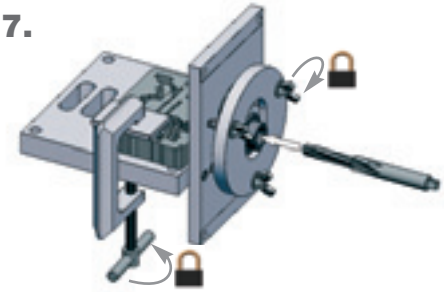
Tighten wing nuts.
Guide pin must move freely.

6.



Remove guide pin.
Do not loosen Clamp or wing nuts.

7.

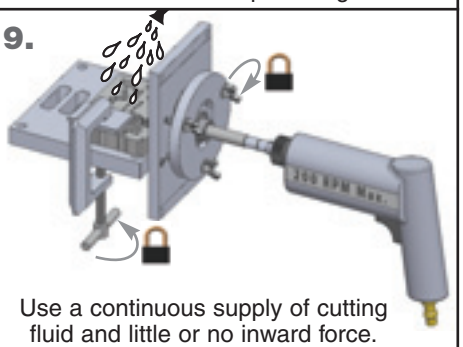


Insert the Reamer.

8.

Use a loose fitting reamer socket,
a wobble adapter and a regulated air drill.

9.



Use a continuous supply of cutting
fluid and little or no inward force.

Cautions and 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. Reamers can be sharpened, but should only be done by a professional tool sharpener. Actual life of a reamer before resharpening or replacing averages 50-70 bores.

Installation/Assembly Steps

1. Install the spring adjuster and adjust to the reference dimension noted in disassembly procedure, then install the retaining clip.

Note: Component apply pressure leakage past the adjuster threads can be reduced by using an ATF compatible thread sealant, such as Permatex® 24163 surface prep and 24206 Thread Locker, on the spring adjuster. Compound must not create a permanent set.

2. Install the new Sonnax spring, large end inboard, ensuring spring I.D. goes over spring adjuster nub.
3. Install the new Sonnax valve/sleeve assembly. A deep well socket can be used for pressing the sleeve into place.
4. Install OEM solenoid and retaining pin.