Instruction Data Sheet

JATCO JF506E, VW 09A

PART NUMBERS 122892-10K, F-122892-TL10

TC Pressure Regulator Valve & Sleeve Kit

122892-10K

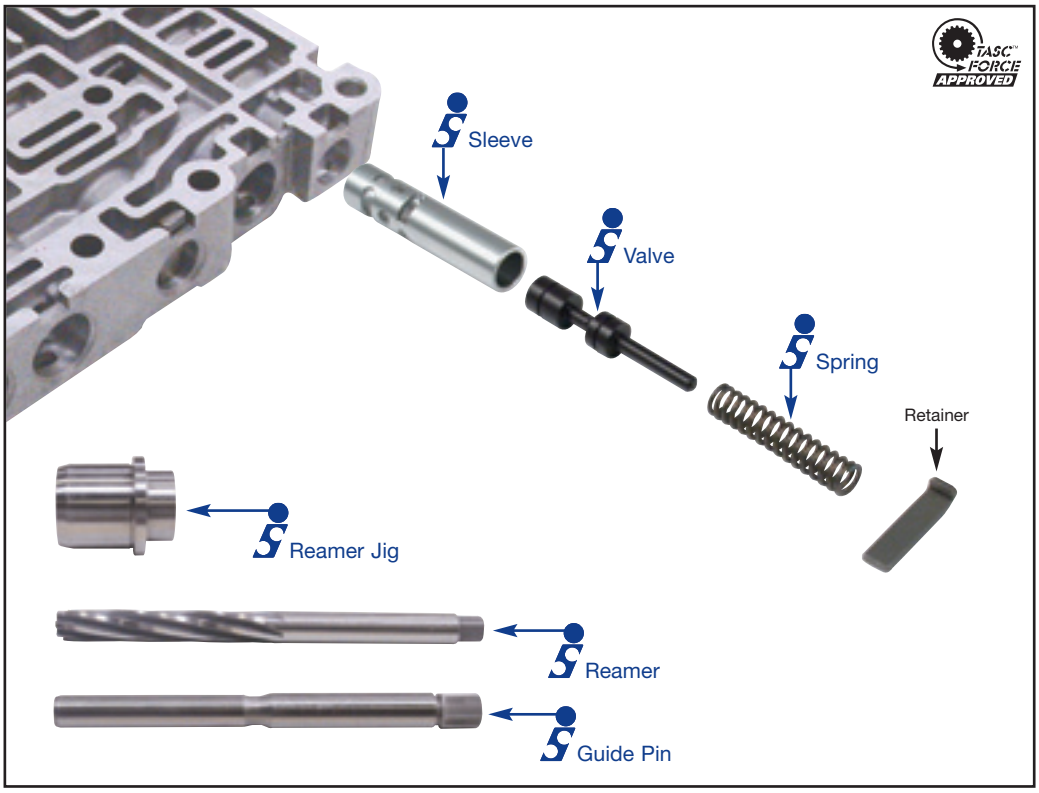
1 Valve
1 Sleeve
1 Spring

F-122892-TL10

1 Reamer
1 Reamer Jig
1 Guide Pin

FIXTURE REQUIRED

Note: This kit also services Jatco FP series: Ford JF506E, FPH; Jaguar JF506E, FPD; Mazda JA5A-EL FPF1/FPF2; Rover JF506E, FPO; and Nissan ZY units.



DISASSEMBLY

Some applications of this valve body utilize an end plug with integral spring mount. The end plug is retained in the bore by an "L" shaped retaining bar. Only the "L" shaped retaining bar will be reused. Discard the end plug, valve and OEM spring.

REAMING INSTRUCTIONS

NOTE: Flushing chips from the bore while reaming is difficult due to the single small inlet port at the balance end. The reamer can be stopped short of the bore end by trapped cutting debris. Verify that the reamer has bottomed against the bore end wall. If necessary, remove the reamer from the bore (always rotate the reamer clockwise), flush away all chips and debris, then reinsert the reamer and complete the reaming process.

Prep and Set-up

1. Remove all components from the bore.
2. Clean the bore thoroughly in a solvent tank.
3. To align the TC pressure regulator valve bore in the fixture, follow the **VB-FIX** instructions.
4. From tool kit **F-122892-TL10**, use jig **F-122892-RJ10** and guide pin **F-122892-GP10**, then ream with reamer **F-122892-RM10.**
5. 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.
6. Gently insert the reamer through the jig and into the bore until the cutting tip contacts the first bore to be reamed.
7. Select the correct sized socket to fit the square shank of the reamer, and attach it to a wobble/swivel socket drive.

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Reaming

1. The reamer should be turned either 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.

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 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

1. Orient the sleeve as shown on Page 1 and insert it into the reamed and cleaned bore. The sleeve will not seat against the bottom of the bore but will butt against the angled shoulder approximately .150" from the bottom of the bore.
2. Insert the new TC pressure regulator valve into the installed sleeve, oriented with the spring stem facing out. Ensure the valve contacts the end of the casting and does not hang up.
3. Insert the spring into the bore over the valve stem.
4. Compress and hold the spring while installing the retainer bar.
5. The original retaining bar is utilized to retain the sleeve in the bore. In some applications it may be necessary to trim the sleeve to install the retainer bar. In such cases the minimum amount of material necessary to install the retainer bar should be removed from the outboard end of the sleeve.

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