# TF-80/81SC

**PART NUMBERS** 39741-05K, F-39741-TL5

## C2 Clutch Control Valve Kit

### 39741-05K

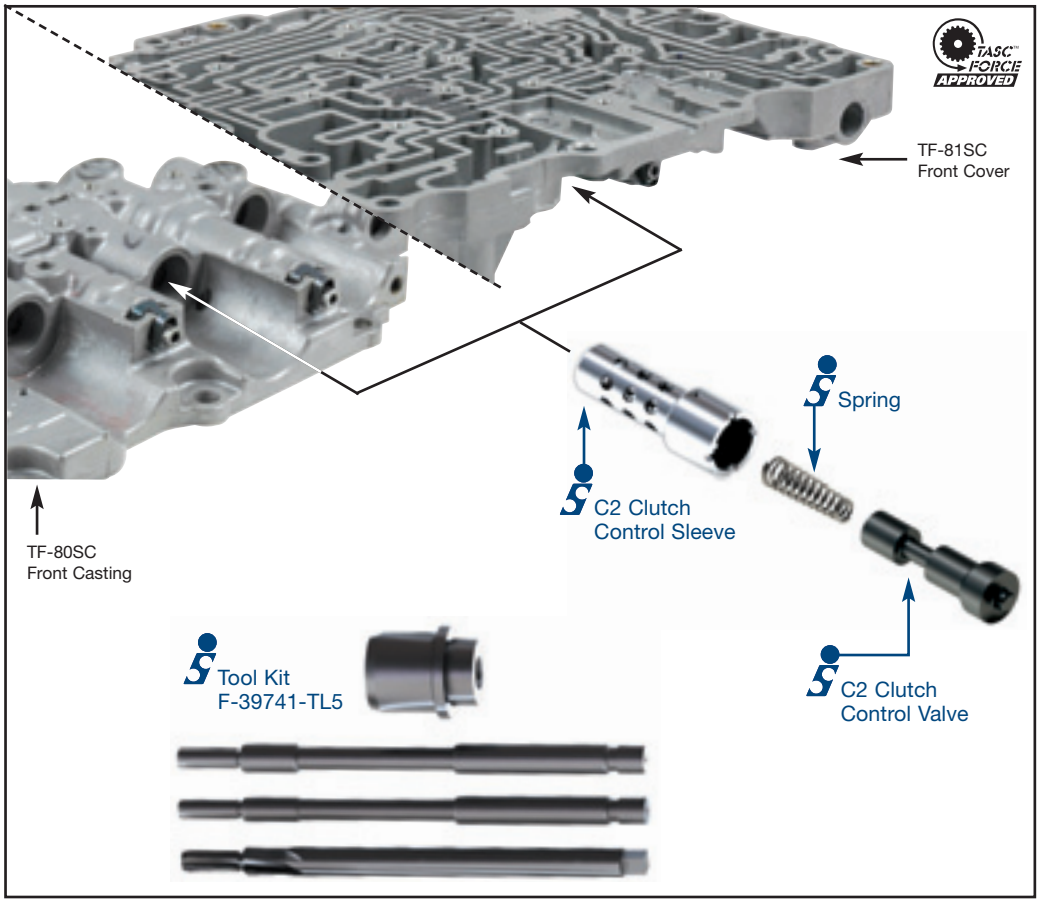
1 C2 Clutch Control Valve
1 C2 Clutch Control Sleeve
1 Spring

### F-39741-TL5

1 Reamer Jig
1 Guide Pin, C2
1 Guide Pin, C3
1 Reamer

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

**Note:** Tool kit **F-39741-TL5** also can be used to install **39741-08K**, C3 Clutch Control Valve Kit.




### Disassembly Steps

- Take and record a reference dimension from the end of the spring adjuster to the casting as shown in Figure 1. This measurement will be required when assembling the new valve assembly.
- Remove the retaining pin, solenoid, valve and spring. Discard OEM valve and spring
- Prior to Reaming Instruction Step 6 on the following page, set the OEM spring adjuster as shown in Figure 2. The repositioned spring adjuster will establish the correct reaming depth.

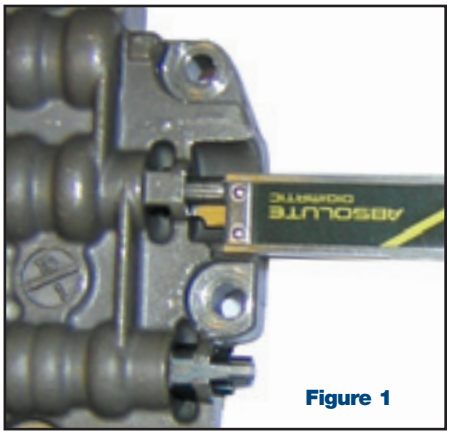


Figure 1

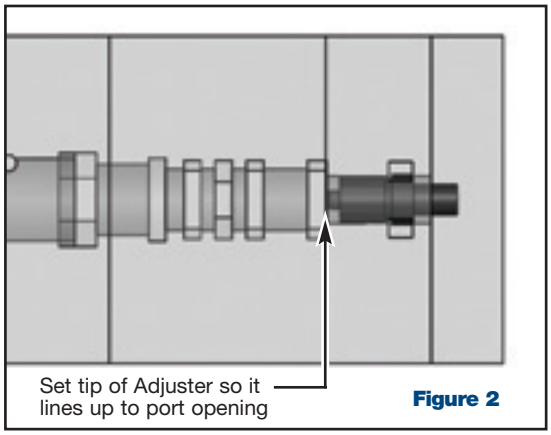



Figure 2





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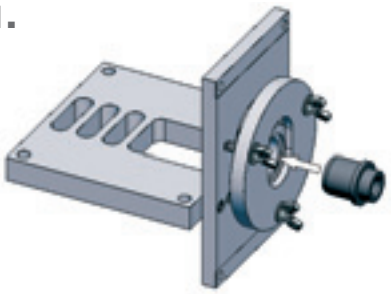
## C2 Clutch Control Valve Kit

### 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.

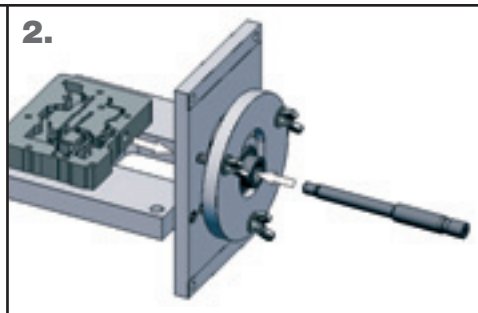
### Reaming Instructions

**1.**



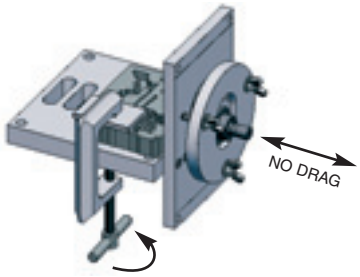
Insert the reamer jig.

**2.**



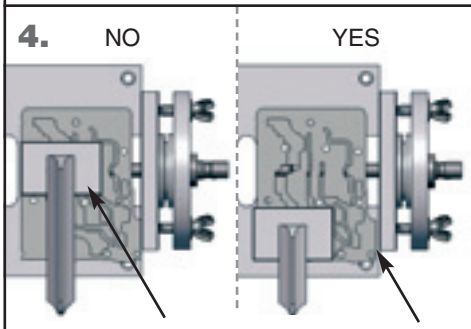
Align the guide pin and valve body.

**3.**



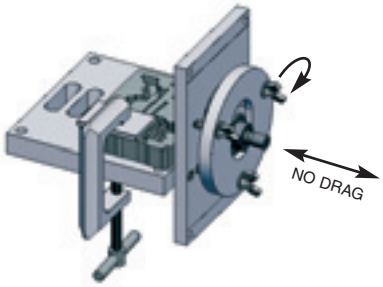

Tighten the clamp.
Guide pin must move freely.

**4.**



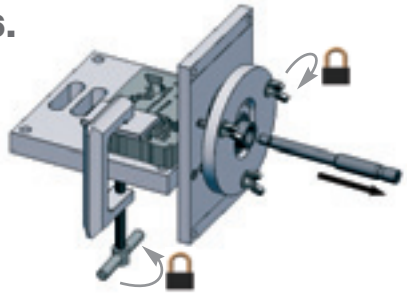

Do not clamp over bore. Leave gap.

**5.**



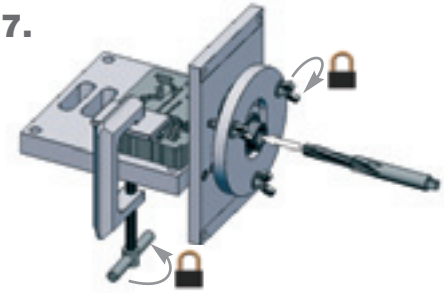

Tighten wing nuts.
Guide pin must move freely.

**6.**



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

**7.**

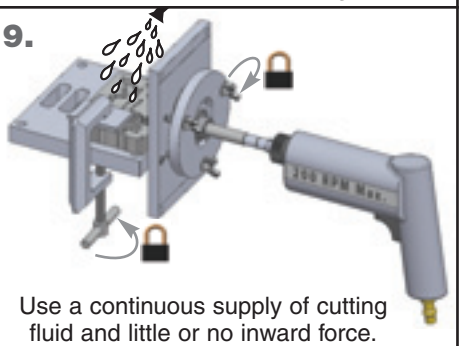


Insert the Reamer.

**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.