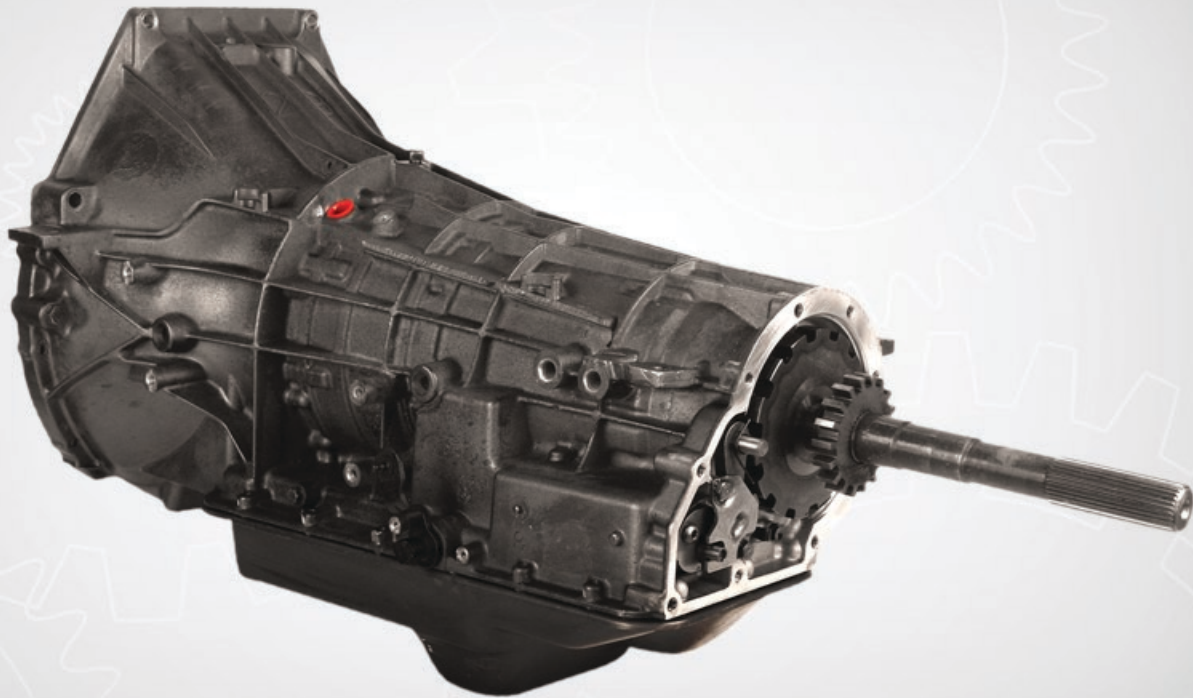


E4OD & 4R100

Ford 4-Speed Transmission



LIKE NEW - ONLY BETTER

These are only a few updates and upgrades we make to our E4OD and 4R100 transmissions.

Heavy-duty recalibration kit installed to reduce slippage and increase durability.

Upgraded locking snap ring for coast clutch and spiral lock snap ring for 4th clutch address OE design flaws and eliminate premature failures.

One-piece rear case bushing improves internal fluid flow and lubrication.

Center support is machined and modified to accept snap ring.

New pressure regulator and boost valve system eliminates delayed engagement, shudder, and soft shifting.

Tru-Flat stator qualification and machining process.

Upgraded long-spline center shaft drum on all diesel and V10 units.

Upgraded HD billet single-clutch torque converter on all diesel and V10 units.

Completely remanufactured pump with new line bore bushings eliminates leaks and provides superior flow and durability.

Fully remanufactured torque converter is tested for leaks, lockup, concentricity, and balance. Upgrades exceed OE requirements and eliminate the possibility of front seal leaks, premature bushing wear, and vibration.

New ETE-spec bushings improve internal fluid flow control and pressures.

All bushings and machined surfaced are polished to a mirror-line OE finish of 15 RA or better.

Complete road simulation testing using ETE's very own dynamometer testing program called CARS (Computer-Aided Road Simulation). Every transmission is cold- and hot-tested while using ETE's fully SynthETecTM transmission fluid and filtration system.



3 Year/Unlimited Mileage

Hassle-Free

Nationwide

Parts and Labor Warranty

ETE REMAN REMANUFACTURED TRANSMISSIONS

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