

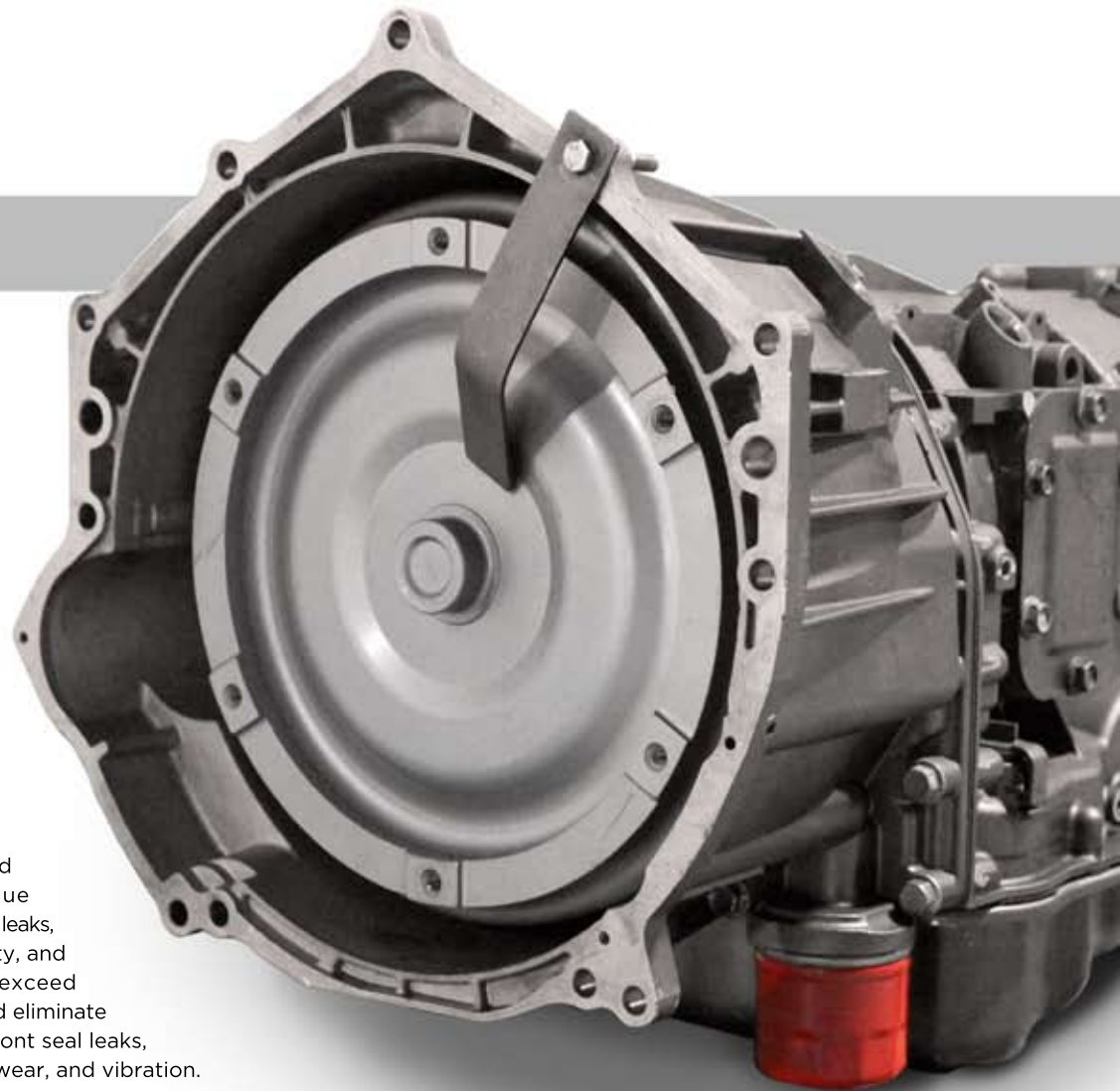
Allison 1000

Automatic Transmission

Like new. Only better.

These are only a few of the updates and upgrades we make to our Allison 1000 transmissions.

- >> Late-OEM front pump covers used to eliminate cracking around torque converter pads.
- >> Lube regulator valve and torque converter relief spring upgrades to eliminate delayed engagements and to reduce operating temperatures.
- >> F-Trim valve sleeve greatly reduces possibility of overheated torque converter.
- >> E-Shift valve spring enhances shift quality and increases durability.
- >> Additional friction plate added to C3 clutch to increase load capacity.
- >> "Tru-Flat" process applied to case, valve body, and pump to prevent cross-leakage and deliver consistent performance.
- >> Completely remanufactured late-design pumps with new line bore bushings to eliminate pump noise, provide superior flow and durability, and to eliminate leaks.
- >> All new, ETE-spec bushings installed in key locations to improve internal fluid flow control and fluid pressures.
- >> All bushings and machined surfaces polished to a mirror-like OE finish of 15RA or better.
- >> Fully remanufactured and improved torque converter is tested for leaks, lock-up, concentricity, and balance. Upgrades exceed OE requirements and eliminate the possibilities of front seal leaks, premature bushing wear, and vibration.
- >> Complete road simulation testing using custom dynamometer testing program called C.A.R.S. (Computer Aided Road Simulation). Every transmission is cold- and hot-tested while using ETE's own fully synthETEC automatic transmission fluid and filtration system.



**3 Year/Unlimited Mileage
No-Hassle
Nationwide
Parts and Labor Warranty**

