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Part Number Interchange

20-25

Questions about Product? Tech Service?

Product Support: 626] 443-7451

Books and CD's: 626] 443-0991

To join as a Tech Associate: 626] 443-0991

Shift Kit® Tech data & parts to reduce complaints and increase trans life before and during major service. Often makes shifts crisper, but not rough. For firmer shifts and enhanced gear control use Reprogramming Kit™.

Reprogramming Kit™ Has tech & Parts used in Shift Kit® plus tech & parts for firmer shifts and enhanced driver shift speed control.

DODGE / JEEP / CHRYSLER - SHIFT KIT®

Kit	Application	Features
SK® 48RE NEW	<i>03-06 48RE Diesel & 03 V10</i>	You'll hardly believe how powerful the shifts can be without being bangy. Reduces converter slip. Has Hi-Temp Low Shrink Rings.
SK® 670 NEW	<i>670 and 470 Lockup</i>	Patented Dirt Diaper Fixes: Wrong gear starts. Rough N to D. Bangy 1-2 Converter Slip. Converter Shudder. Check Engine Light and Code 740.
SK®45RFE NEW	<i>Truck-SUV 99-04 3.7L - 4.7L - 5.7L "You will love this kit"</i>	Prevents/Reduces: 2-3 neutral, Limp and Slip codes. Has Tough Snap Ring, heavy duty Accumulator Cover . Special Seals. Saves pump and VB.
SK® TFOD-Diesel HD & Perf Truck	<i>Truck: Diesel & Gas 88-03 RH & RE42-47 High Tech all models Except 03-up 48RE</i>	Firmer Lockup-Reduces: OD Planet Failure-Soft Shifts-Drainback-Lockup Slip/Burn-Vent/Side Seal Leak. Has resistor and High Temp rings for heavy duty use. Reduces no shift complaint.
SK® TFOD-Jr	<i>48RE: 03-05 88-05 RH & RE42-48 500-518-618</i>	Corrects/Prevents/Reduces: Lube shortage; Soft shifts; kills engine in reverse; drainback. Fits models with/without electronic governor system.
SK® 604 FIXES Limp	<i>604/41TE, 606/42LE 88-up & 42RLE Beautiful Shifts</i>	Includes: Case, accumulator and valve body parts. Prevents Common Limp Causes. Upgrades early designs to later specs. Special ring/seal upgrades.
SK® TFSC	<i>Rear Drive Aluminum Torqueflite, 66-UP 3 Speed</i>	Corrects: Converter slip-shudder. Leaks out vent or lever. Front bushing and seal burnup. Drainback Complaint. Soft, mushy 1-2 shift. Extended 2-3 shift.

DODGE / JEEP / CHRYSLER - REPROGRAMMING KIT™

Kit	Application	Features
45RFE-HD2 NEW	<i>Truck-SUV 99-04 3.7L - 4.7L - 5.7L 4 & 5 Speed "You will love this kit"</i>	For working Trucks, HI-Performance and "Street Show Off" Prevents/Reduces: 2-3 neutral, Limp and Slip codes. Has Tough Snap Ring, heavy duty Accumulator Cover and special accumulator Seals. Saves pump and valve body.
TFOD-HD2	<i>89-04 4 Speed RH & RE42-47 Models Except 03-up 48RE</i>	Automatic Shift; Street or Full-race; Holds 1st, 2nd and 3rd to any rpm; Backshifts to 3rd, 2nd and 1st at any rpm. Competition combination. Has resistor.
SK® 48RE NEW	<i>03-06 48RE Diesel & 03 V10</i>	You'll hardly believe how powerful the shifts can be without being bangy. Reduces converter slip. Has Hi-Temp Low Shrink Rings.
TF-2	<i>Torqueflite 60-up 3 speed</i>	Instant full-race shifts; Puts the driver in command. Goes back-to-low at any speed. Fixes 2-3 bindup
TF-1	<i>Torqueflite 60-up 3 speed</i>	Smooth Crisper shifts, improves durability. Puts the driver in Command. Goes back-to-low at any speed.

DODGE / JEEP / CHRYSLER - REPROGRAMMING KIT™ (CONTINUED)

Kit	Application	Description
TF-3	66-up 3 speed	Stick Shift: Instant full-race.
TFOD-3	TF 500-518-618 89-05 4 speed	Stick shift: Full-race; Competition, Off road and Pro-street. Full manual control.

CHRYSLER / DODGE / JEEP - VALVE BODY SEPARATOR PLATES

Part	Application	Description
TF-PLT-48RE NEW	03 –05 48RE	Separator Plate: Tempered steel for longer life. Plated for rust resist.
TF-PLT-94B	88-94 Small Case 500,42-44 RH/RE Without LU Boost tube	Separator Plate: Tempered steel for longer life. Plated for rust resist.
TF-PLT-94S	88-97 Big Case 518, 618, 46-47 RH/RE Without LU Boost tube	Separator Plate: Tempered steel for longer life. Plated for rust resist.
TF-PLT-95B	95-04 Big Case 518/ 618,46-47 RH/RE, With Boost Tube "Except 48RE"	Separator Plate: Tempered steel for longer life. Plated for rust resist.
TF-PLT-95S	95-02 Small Case 500, 42-44 RH/RE With Boost tube	Separator Plate: Tempered steel for longer life. Plated for rust resist.

CHRYSLER / DODGE / JEEP - SPECIALTY PARTS

Part	Application	Description
TF-GOV-SOL	95 to 06 Electronic Governor Solenoids	2nd Design-Governor Solenoid FIX Kit: SAVE BIG \$\$- Fixes 6 solenoids in 5 minutes or less. Instant fix for wrong gear starts. REAL HIT-WINNER
604 CB	Wide Type Differential Pin Retaining Brackets	This reduces \$1400 comebacks. Reduces pin busting case: 470-670-604-42LE, etc.
604 CBN	Narrow Differential Pin Retaining Brackets	This Reduces \$1400 comebacks. Reduces pin busting case: 470-670-604-42LE, etc.
604-BSH	604/41TE/606/42LE	Boost Valve Bushing: Corrects high line.
604-1/16	604/606 89-UP	Adapter, Brass Pressure Fitting: 1/16" to 1/8" adapter. Attaching pressure hose and gauge.

Unsure what fits what? Call the Tech Team: 626] 443-7451

CHRYSLER / DODGE / JEEP - SPECIALTY PARTS (CONTINUED)

Kit	Application	Features
TFOD-SP	500,518,618 88-04 <i>All RE & RH Models Except 48RE</i>	Overdrive Spring: Direct apply in rear OD unit. High-Temp Spring reduces clutch failure. Prevents direct clutch slip in reverse. Improved design resists spring fade. Replaces 4461027
TF-Diesel CUMMINS	<i>TFOD - Diesel Converter</i>	Converter Internal Seal for Converter Rebuilder Saves grooved lock-up pistons. 50 per pack.

FORD - SHIFT KIT®

Kit	Application	Features
SK® E4OD (& 4R100) W/Boost Valve	<i>E4OD 89-04 4R100 98-04 Trucks/Vans Gas & Diesel</i>	Reduces/Prevents/Corrects: Soft shifts; converter burnup, reverse delay; converter slide/shudder; no reverse hot; 2nd and 3rd burnup; pump buzz. Has EPC boost valve. Does not fit 5R110 Trans.
SK® 5R110W NEW	<i>03-04 TorqShift: Trucks, Vans, SUV's Gas & Diesel</i>	Reduces/Corrects/Prevents: Case Lugs Blow Out--Runaway Reverse Pressure-Slips or No Reverse--"N" at stop sign. World Champ Snap Ring. Without this kit it probably isn't FIXED.
SK® 44-55E	<i>(Electronic A4LD) 94-up Aerostar, Ranger, Explorer, Bronco, Mazda</i>	Prevents: Forward clutch failure and 2-3 Cutloose. Allows shift feel adjustability. Hard throttle 2-3 slip; 2nd and 4th band failure; Coast 3-2 clunk; won't move. Includes Clutch Rings.
SK® CD4E-Jr	<i>CD4E, LA4A-EL 94-04 Ford, Mazda 626 Escape, Tribute, Contour. Probe, MX6 94-97</i>	Corrects: Runaway line pressure and resulting parts breakage. Fixes converter slip, bushing wear and planet burnups. Fixes code 628 and low lube condition.
SK® 5R55W Fits W/S/N NEW	<i>02-04 Explorer & Mountaineer 99-02 Lincoln LS & "E" Jaguar Fits W/S/N models</i>	Fixes Lockup Complaint: Upgraded parts and data. Reduces need for a new pump and valve body. Fixes: Won't move—cold noise. Has: Pump Accumulator assembly; Lockup valve and pump alignment tool; EPC relief assemblies.
SK® AODE (4R70W) [All about Durability]	<i>AODE 91-04 Ford/Mercury Lincoln 94-up Mustang, T-Bird, Bronco, Lt Trucks</i>	Calibration and Assembly Upgrades. Installs in 10 minutes. Crisp but Smooth Shifts. Corrects/Reduces/Prevents: 4th band failure; 2nd roller failure; long soft 1-2 and 2-3 shifts; soft lockup; reduces accidental high-pressure parts breakage. Special Hi-tech fwd clutch rings, SOL regulator valve & EPC relief. For firm shifts use AODE-HD2

FORD - SHIFT KIT® (CONTINUED)

Kit	Application	Features
SK® AXODE	91-up AXODE AX4S 91-up Taurus, Sable, Lincoln	Lube & Calibration Upgrade: Corrects/Reduces/Prevents: Planet burnup, rough light-throttle up & downshifts; skips 2nd when hot, slide 1-2 when hot; no max 1-2 hot; 2nd clutch failure; soft shifts above 1/2 throttle. Includes boost valve & bushing.
SK® AX4N	95-up Ford, Passenger, Van Mercury and Lincoln Fits 4F50N	Corrects/Reduces/Prevents: Includes Boost Valve & EPC Relief. Soft/Slide 1-2—Planetary burnup. High Line; Rough shifts & seal failure. Neutral at stop, falls out of 4th. Fwd control valve included.
SK® AXODE-Jr	96-03 AXODE AX4S Taurus-Sable-Windstar	Corrects/Prevents/Reduces: Planet burnup; kick-down runaway; no upshift; 2nd clutch failure, rough shifts; long shifts, neutral on slow corners.
SK® 6	67 up Ford Lincoln Mercury	Corrects/Reduces/Prevents: Early or Soft shifts, stacked shifts, Bogs on hill, etc.
SK® F4AEL	F4A-EL, FA4AEL 91-03 4EAT-F, F4A-III Escort, Mercury Tracer, Mazda Protégé-Kia Rio, Spectra, Sophia	Corrects/Prevents/Reduces: EPC and Cable Controlled Trans's Rough 1-2 shift; 3rd clutch failure; Fast pump wear; high line; low line; accumulator seal wear—Won't move. Fits 4 & 5 solenoid models. Ford, Mazda & Kia
SK® AXOD W/Boost Valve	AXOD 86-92, Taurus, Sable, Lincoln	Lube & Calibration: Corrects/Reduces/Prevents: Positive Lube to front planet gears; planet burnup slide 1-2 hot; no max 1-2 hot; light-throttle 2-3 cut-loose; kickdown cutloose/bang 25 mph; 2-3 long slide at high-throttle; cutloose and clangs at low speed, erratic shifts; slide 3-4 with bump; no 4th, rough 1-2 cold. Includes boost valve & bushing.
SK® A4LD-Jr	A4LD 84-up Aerostar, Ranger, Bronco, 2 & 4 WD Mustangs & others	Corrects/Prevents/Reduces: Direct clutch failure; soft 1-2, lockup too soft; cutloose 2-3; delay or bang reverse late shifts; no 4th; 1-3 upshift at light-throttle; delayed lockup release; engine chugs.
SK® AOD	AOD 79-93, Ford/Mercury/Lincoln, Mustang, Bronco, Light Trucks	Reduce/Correct/Prevent: 1-2 bump or slide; 2-3 bump or slide-bump; rough down-shift; 4-3 cutloose or bindup; 4-3-4 shuttle hot; 4th shudder light throttle; OD band failure; excessive shifting; late or no 4th; falls out of 4th.
SK® GF4A-EL	Probe All 93up with 2.5L (4EAT-GF) Mazda 94-03 MX6/626 with 2.5L Millenia 2.5L 95-02	Fits: 6 & 7 Solenoid Valve bodies Corrects: Rough 1-2 shift complaint without removing trans. Bang 1-2 shift—Rough 2-3 shift. 2-3 cutloose and burned plates. Won't move forward or reverse. Low line pressure—Total Burnup. Pump wear & low or no cooler flow.

FORD - SHIFT KIT® (CONTINUED)

Kit	Application	Features
SK® C5	<i>All C5/C4 73-up</i>	Corrects/Prevents/Reduces: No reverse hot; 1-2 slide; soft 2-3. 3-2 cutloose; 3-2 3-2 shuttle. 2nd band failure.
SK® 4-71	<i>C4 70-72 (ex late 72's w/push in Mod & Early 70 Falcon w/PED-C3 & PEE-V2)</i>	Corrects/Prevents/Reduces: Raises overall line pressure. 75% quicker 2-3 shifts. More pressure for passing gear between 32-45 mph. Eliminates too easy and too often passing gear. Quicker action all shifting. Crisp shift performance and more durability.
SK® 4SL	<i>C4 Late 67-69 (Also 70 Falcon)</i>	Prevents: Soft 1-2 shift, passing gear spin-up, clutch chatter and soft shift to high gear.
SK® 4S	<i>67 6-cyl ONLY</i>	Prevents: Soft 1-2 shift, passing gear spin-up, clutch chatter and soft shift to high gear.
SK® 4L	<i>C4 65-66 (Except early '65 Mustang)</i>	Corrects: Soft 1-2 shift, passing gear spin-up, clutch chatter and soft shift to high gear.
SK® 4	<i>C4 All 64 (Early '65 Mustang)</i>	Prevents: Chatter, Soft 1-2 shift, passing gear spin-up, clutch chatter and mushy shift to high gear.
SK® FX (ATX)	<i>ATX 81-up Escort, Tempo, Taurus, Sable, EXP, Topaz</i>	Corrects/Prevents/Reduces: Cutloose; slide-bump 1-2; no or delayed 3rd; late shifts; no shifts; down-shift slips, oversensitive passing gear; soft shifts; stacked shifts; high clutch and band failure.
SK® 3-73	<i>FMX 73-81 Cars & Trucks</i>	Corrects/Prevents/Reduces: 2nd band failure; over-sensitive passing gear; soft shifts; stacked shifts; band failure; high clutch failure.
SK® 3-67	<i>FMX Cast Iron 67-72</i>	Corrects/Prevents/Reduces: 2nd band failure; sensitive passing gear; soft shifts; stacked shifts.
SK® C3	<i>C3 74-up</i>	Corrects/Prevents/Reduces: Soft 1-2 shift; late 2-3 shifts; Passing gear spinups; delayed reverse; rough reverse; excess passing gear; shuttle shifts.
SK® G4A	<i>Ford 4EAT-A 86-93 Probe MAZDA G4A-EL G4A-HL</i>	Reduces/Corrects/Prevents: Reverse clutch burn; bindup forward or reverse; bang 4-3; 2-4 band burn; no 1-2 shift cold; wrong gear starts; bind on start off; wham-reverse, speedo gear burnup; converter won't lockup; blows front seal; high or low line pressure.
SK® 2	<i>Ford 2 Speed 59-65 With or Without modulator</i>	Designed to minimize late mushy upshift, long shifts; Clunks into drive or low; spin-up on light throttle up-shift; runaway at heavy throttle up-shift.

Listen up: Quantum Mechanics are guys
 like you and me. We like cars. They like us.
 They show us how to make them happier.

FORD - REPROGRAMMING KIT™

Kit	Application	Features
4R100-HD2 "Tugger" NEW Use SK® 5R110W	89-04 <i>E40D, 4R100</i> <i>Trucks & Vans</i> <i>Does not fit 5R110</i> Listen: 5R110 TorqShift	For Working Trucks: Doubles low clutch holding pressure in "1" for downhill use, high speed pull-into "1". Handles exhaust brake. Adjusts shift firmness, more cooling/lubrication, better converter feed & capacity. HD and Hi-Perf: Get: SK® 5R110W
E40D-HD2 (4R100)	<i>E40D & 4R100</i> 89-up <i>Trucks & Vans</i>	Street Sport Trucks: Working trucks use 4R100-HD2 Holds any gear to any RPM. New calibration for complete firmness adjustments.
67-1&2	<i>C6 67-up</i> <i>Except Diesel</i>	Automatic Shift—Competition, Off-road and Heavy duty. (Diesels use SK-6).
67-3 [Stick]	<i>C6 67-up</i> <i>Except Diesel</i>	Stick shift—Competition, Off-road and Pro-street. Full Manual control, converts back to automatic shifts.
AOD-HP	<i>AOD 84-up</i> <i>Amazed Customer</i>	Firm muscle car shifts; Hold 1st, 2nd, 3rd to any rpm. Wide open 3-4 shift; Holds 4th at high speed. Includes Hi-Rev kit. (80 to early 83 use late 83up VB).
AODE-HD2 (4R70W)	<i>AODE 91-04</i>	Short, firm, full-throttle shifts that have "class", performance and Durability. Back shift to any gear at your command. Holds the gear you select to any rpm. Has EPC relief to prevent hi line parts breakage.
AODE-3 [Stick]	<i>AODE & 4R70W</i> <i>91-04</i>	Stick shift; Competition, Off road, and Pro & Street. Full manual control. Transplants-No computer.
47-1 Mild	<i>C4 67-69</i>	Automatic Shift Heavy duty, Towing and Street use.
47-2	<i>C4 67-69</i>	Automatic Shift, Competition, Off-road and HD Use. You will hardly believe the difference.
47-3 [Stick]	<i>C4 67-69</i>	Stick shift—Competition, Off-road and Pro-street. Full manual Control, converts back to automatic.
40-2	<i>C4 70-up</i>	Automatic shift; Competition, Off road and Pro-street For C5, Use 71up C4 Valve body and filter.
40-3 [Stick]	<i>C4 70-up</i> C-5 with C4-VB.	Stick shift; Competition, Off road, and Pro-street. Full Manual control; converts back to automatic shift.
45-01 Mild	<i>C4 65-66</i>	Automatic Shift, Heavy duty, Towing and Competition.
FMX-3	<i>FM-3 FMX</i> <i>67-83</i>	Full manual control—Competition, Off-road and Pro-street. World record shifts. Has Stick shift Option.

FORD - REPROGRAMMING KIT™ (CONTINUED)

Part	Application	Description
33-1 Mild	<i>FMX 73-81</i>	Automatic shift—Reduces band and high clutch failure. For heavy duty and towing.
37-1 Mild	<i>FM-3, FMX 67-72</i>	Automatic shift—Reduces band and high clutch failure. For heavy duty and towing.

FORD - SPECIALTY PARTS

Part	Application	Description
4R100-LU	<i>E4OD 4R100 98-04 also fits 97 E4OD W/PWM lock-up Does not fit 5R110 trans</i>	On/Off Lock-up Valve Kit: Converts long soft pulse lock-up to short crisp On/Off lockup, and longer converter life. (Use with SK-E4OD/4R100 Shift Kit, or E4OD-HD2 Kit, or 4R100-HD2 Tugger Kit).
E4-VL-LR3 3 pack	<i>E4OD 4R100 Accumulator valves</i>	Steel Line Regulator Valves: Replaces Aluminum. Corrects: Missing gear, clutch burnup, long shifts.
AOD-Hi-Rev	<i>AOD 79-93</i>	Hi-Rev Governor Kit; Increases automatic upshifts to prox 5500 rpm. This kit is included in AOD-HP kit.
C1DZ	<i>In-line 6 cylinder</i>	Flex plate.
F4A-Valve	<i>4EAT-F Mazda Ford 4EAT-F</i>	PUMP Valve Kit; Corrects won't move front or back. Low line pressure, clutch burnup.

GENERAL MOTORS - SHIFT KIT®

Kit	Application	Features
SK Allison-Jr 1000 Series New ALLISON Shift Kit® Fits -1000-2400 New	<i>05-06 Allison 6 spd</i> Duramax Diesel <i>01-04 Chevrolet, GMC Heavy Duty, Street, Show & Competition Diesel/Gas Trucks</i> <i>4L60E/65E 93-05 Cadillac Escalade, GMC Envoy, Yukon XL 5.3L, 6.0L, Chevrolet Avalanche, Trailblazer, Blazer, Suburban 5.3L, 6.9L, Oldsmobile Bravada Fits 4L65E Except Hybrid</i>	Install from bottom. Increases torque capacity. Corrects/Prevents/Reduces: Goes to neutral under load; 3-4 slip; burned C2 or C3 clutches; sticks in one gear; won't move after extended parking; loss of pump prime; smart clutch control valves for increased durability; SHORT-CRISP-SMOOTH-upshifts and kickdowns. Handles 600 Street Horsepower. Corrects/Prevents/Reduces: FIXES Code 1870 Trouble light & Hard 1-2 shift. No lockup or 4th. Fixes harmonic bounce that wears out pump and valves and causes shuttle shifts. Fwd and L/R clutch burnup; 1-2 bump; double bump; slide-bump. Has new design Isolator/Conv Valve that works perfect in worn bore w/o special tools or machining. Lets you build real winners-Easy and Fast.

GENERAL MOTORS - SHIFT KIT® (CONTINUED)

Kit	Application	Features
SK® 4T60E-Jr	4T60E 91-99 With Modulator	Corrects: Light throttle converter shudder. Contains hardened pins and "Tuff" accumulator piston seals to reduce clutch failure due to pin and seal wear, 3rd clutch seal is self expanding. Includes PWM valve, lock-up regulator valve & bushings.
SK® 4T65E	4T65E 97-04 Without Modulator	For electronic pressure controlled transmission, parts and data included. Prevents long shifts and hard shifts, chatter on acceleration, no 4th, or lock-up. Addresses Codes P1811 & P0741.
SK® 350	THM 350 69-83	Corrects/Prevents/Reduces: Falls out of high when hot. 3rd clutch failure; soft, late shifts; cross leaks.
SK® 4L80E Has EPC Boost Valve	4L80E 91-05 GMC Yukon XL 5.3L, 5.7,6.6L, Hummer V-8, Chevrolet Suburban	Extreme quality boost bushing and valve. Corrects/Prevents/Reduces: High pressure parts breakage; has boost valve and pressure relief valve; direct clutch burnup; soft 2-3 slide-bang 1-2; low pressure due to solenoid filter breakup. Missing shifts with no diagnostic codes.
SK® 400	THM 400 65-up	Corrects/Prevents/Reduces: Soft Late Shifts: 3rd clutch burnup; rough 1-2; Excess passing gear; late shifts. Fits all year models.
SK® 700	THM 700 81-up	Corrects/Prevents/Reduces: Absolutely prevents Stuck TV valve. Late shifts, downshift clunk; 3-4 clutch failure; no lockup; 2-4 band failure; early shifts; 1-2 slide/slide-bump; reverse delay hot; 2-3 cutloose; reverse clutch failure. 83-87: Kit lets you make Converter lockup-no wires needed.
SK® 700-Jr	THM 700 85-up	Corrects/Prevents/Reduces: FIXES late shifts - Sticking TV Valve. 3-4 clutch failure; soft or slide-bump 1-2; 2-3 cutloose; shuttle 4-3-4-3; soft or late 4th. FAST- Easy installation!
SK® 125	THM 125 80-up	Corrects/Prevents/Reduces: 3-2 clunk; lockup shudder; reverse slip; converter drainback delay; late shifts; soft 1-2; band failure.
SK® 200-4R	THM 200-4R 81-up	Corrects/Prevents/Reduces: 3-2 cutloose; 1-2 slide or slide-bump; wrong gear starts; down-shift clunk; rough 2-3; late shifts; early shifts; kickdown delay.
SK® 440-Jr	THM 440 84-up	Corrects/Prevents/Reduces: 2nd clutch failure; 1-2 slide-bump; late or no upshift; lockup shudder; kick-down bang; soft shifts when hot; accumulator leaks; 3rd clutch seal failure.
SK® 279	THM 200 THM 200C 79-up	Corrects/Prevents/Reduces: Reverse delay hot; downshift clunk when stopping; 1-2 slide or slide-bump; 2-3 cutloose; 3-2 kickdown cutloose.

GENERAL MOTORS - SHIFT KIT® (CONTINUED)

Kit	Application	Features
SK® 200	<i>THM 200 76-78</i>	Corrects/Prevents/Reduces: Reverse delay; 3-2 down-shift clunk; soft 1-2; bind 2-3. 2nd gear starts; late shifts.
SK® 325	<i>THM 325 79-82</i>	Corrects/Prevents/Reduces: Slide bump 1-2; soft shifts; 2-3 bump; 3-2 cutloose bang; band failure; 3rd clutch failure.
SK® 325-4L	<i>THM 325-4L 81-up</i>	Corrects/Prevents/Reduces: Rough 1-2; slide bump; 1-2 runaway; 3-2 downshift clunk; 2nd gear starts; 3-4 bump; 3rd failure; harsh 3-4; No upshift.
180-C	<i>GM Postal Vehicles</i>	Replaces/Upgrades: Breaking springs and pins.
SK® 425	<i>THM 425 66-78 THM 400 64</i>	Corrects/Reduces/Prevents: Soft late shifts; 3rd clutch burnup, rough 1-2. Excessive passing gear; late shifts.
SK® 440-3	<i>THM 440 84-up</i>	Tripack (Fixes 3) Corrects/Prevents/Reduces: 2nd clutch failure; slide-bump 1-2; 2nd gear starts; rough 1-2; reverse slide-bang; 3rd clutch failure; 3-2 kickdown bindup; kickdown runaway; converter shudder; 4th clutch failure; burned 1-2 band; coast downshift clunk; 4-3 bang; soft lockup; no upshift.

GENERAL MOTORS - REPROGRAMMING KIT™

Kit	Application	Features
SK Allison-Jr 1000 Series New	<i>05-06 Allison 6 spd</i>	Install from bottom. Increases torque capacity.
400-1&2	<i>THM 400 65-up</i>	Automatic shift; Street or full-race; Holds 1st and 2nd to any rpm; Backshifts to 2nd and 1st at any rpm; Tow & Go and Competition combination
400-PRO NEW	<i>THM 400 65-up</i> Final Answer for this Great Trans.	Pro-Race—Heavy Duty—Super Show Off. Awesome capacity with adjustable “Classy” shifts. Holds any gear to any RPM and backshifts with the lever to any gear at any speed. Has case protecting snap ring and Alum 2-3 Accumulator piston.
400-3	<i>THM 400 65-up</i>	Stick shift; Full race; Competition, Off road and Pro-street. Full manual control; Converts back to automatic from the outside, in 5 minutes. This one is not for sissies.
4L60E-HD2	<i>4L60E 93-05</i>	Crisp muscle car or full race shifts. Puts the driver in command. Holds 1st, 2nd, 3rd to any speed. Backshifts to 3rd, 2nd & 1st by moving the lever.. 1998up: If vehicle has Torque Management this kit will not make hard shifts.

GENERAL MOTORS - REPROGRAMMING KIT™ (CONTINUED)

Kit	Application	Features
4L60E-3 Stick	<i>93 to 05 4L60E and 4L65E</i>	Stick shift; Full Manual Control; Converts back to automatic. For transplant or use with no electrical: Includes 46-MOD (Vacuum controlled line pressure).
700-2&3	<i>THM 700 81-up THM 700</i>	Shift Command; Holds 1st, 2nd and 3rd at any rpm. Backshifts to 3rd, 2nd and 1st at any rpm; Competition, Off road And Pro-street; Optional stick shift.
PG-2S	<i>Powerglide 63-73</i>	Full Manual control or Automatic shifts; Full-race, Street/Strip.
350-1&2	<i>THM 350 69-up</i>	Automatic shift; Street or Full-race; Holds 1st, 2nd and 3rd to any rpm; Backshifts to 3rd, 2nd and 1st at any rpm. Tow & Go and Competition combination. Does not fit lockup transmissions
350C-1&2	<i>THM 350 81-91 With Lockup</i>	Automatic Shift; Street or Full-race; Holds 1st, 2nd and 3rd to any rpm; Backshifts to any gear at your command. Total cure for soft 2-3 shift and direct clutch failure. Fits lockup transmissions.
350-3	<i>THM 350 69-up</i>	Stick shift; Competition, Off road and Pro-street. Full manual Control; converts back to automatic.
200-4R-HD2	<i>THM 200-4R 81-up</i>	Automatic: Crisp to Full Race. Stops 2nd band failure.
4L80E-HD2	<i>4L80E 91-04</i>	Ends direct clutch burnup. Holds BIG horsepower. Holds 1st, 2nd and 3rd any rpm; Backshifts to 3rd, 2nd and 1st at any rpm by moving shift lever. Prevents broken case and drum due to high pressure.
4L80E-3 Stick	<i>91-04 4L80E</i>	Stick shift; Full race; Competition, Off road and Pro-street. Full manual control. If you have some POWER: It'll rattle your teeth.
425-1	<i>THM 425 66-79 Tornado, El Dorado, GMC Motor homes</i>	Firmer shifts; Complete gear control; Holds 1st, 2nd, 3rd any rpm; Backshifts to 3rd, 2nd and 1st at any rpm.
ALLISON Shift Kit® Fits: 1000- 2400 Models NEW	<i>Duramax Diesel</i> <i>01-04 Chevrolet, GMC Heavy Duty, Street, Show, & competition Diesel/Gas Trucks</i>	Corrects/Prevents/Reduces: Goes to neutral under load; 3-4 slip, burned C2 or C3 clutches; sticks in one gear; won't move after extended parking; loss of pump prime; smart clutch control valves for increased durability; SHORT-CRISP-SMOOTH-upshifts and kickdowns; stops many trouble codes. Street happy to 600 Horsepower.

GENERAL MOTORS - VALVE BODY SEPARATOR PLATES

Part	Application	Description
46-PLT-94	<i>4L60E 93-94</i>	Separator Plate: Tempered steel for longer life. Plated for rust resist. Replaces all 93-94 plates.
46-PLT-95	<i>4L60E 95</i>	Separator Plate: Tempered steel for longer life. Plated for rust resist. Replaces all 95 Plates.
46-PLT-96	<i>4L60E 96-05</i>	Separator Plate: Tempered steel for longer life. Plated for rust proof. Replaces 96 to 05 plates.
48-PLT-01	<i>4L80E 91-04</i>	Separator Plate: Tempered steel for longer life. Plated for rust proof. Replaces 91 to 04 plates.
700-P	<i>700R4 (4L60) 81-93</i>	Separator Plate: Tempered Universal design allows 1-plate fits all models. Plated for rust resist.

GENERAL MOTORS - ACCUMULATOR PISTONS

Part	Application	Description
4L60E-2ACM NEW	4L60E 95 -03 <i>Small hole .236</i> <i>Has Legs</i>	Piston, 1-2 Accumulator Alum: OE 8663608 Replaces plastic that breaks.
4L65-2ACM NEW	4L65E 03-05 <i>Small .236 hole</i> No Legs	Piston, 1-2 Accumulator Alum: Original plastic piston is not available. Short piston with no legs.
4L60E-FWD NEW	4L60E & 4L65E 93-05	Piston, Fwd Accum thicker Alum: OE 24200126 Replaces Plastic & Alum that breaks.
4T60-ACM NEW	440 83-up <i>1-2 & 3-4 piston</i>	Piston, 1-2 & 3-4 Accumulator Alum: OE 8651927
4T60-ACM2 NEW	4T60E 91-up <i>1-2 & 2-3 piston Kit</i>	Pistons Kit, 1-2 & 2-3 Accumulator Alum: Kit: 2 pistons-spring-spacer. Fits all models. Replaces OE 8651926 - 8651927 - 8651933
4T65-ACM NEW	4T65E 97-up	Piston, 1-2 & 2-3 Accumulator Alum: OE 24206857

Need some fresh ideas?
Call The Tech Team
626-443-7451



Our Intention:
Reduce Rework to Zero
Mr Shift

GENERAL MOTORS - SPECIALTY PARTS

Part	Application	Description
5L4-ACT-VL NEW	<i>5L40E 99-04 Cadillac and BMW Tools and 3 part kits</i>	Actuator Feed Limit Valve Repair Kit. Saves 3 valve bodies. Fixes wrong gear starts, slip in 4th,5th, and 6th. Prevent 3rd clutch failure.
5L4-ACT-VL5	5 Refills For Above Kit	Refill for ACT kit. Fixes 5 valve bodies. Refill ONLY No tools.
4T40E-PRT Fixes 3	<i>4T40E & 4T45E 95up Tools & 3 part kits</i>	Saves 3 Valve Bodies: Stops planet burnup, codes Clutch burnup. Kit has reamer & guide. Includes 3 PR valves & springs. Includes 3 pump slide springs.
4T40E-PR5 NEW	5 Refills For above Kit	Refill for PRT kit. 5 each PR valves, seats & springs and 5 pump slide springs. Refill ONLY No tools.
125-S	<i>THM 125 80-up</i>	Spring, Cushion 2nd piston-Band Apply: (OEM replacement)
200-LU	<i>THM 200 80-up</i>	Lockup Valve Kit: Contains new sharp lockup valves for front pump to resist sticking.
400 RK	<i>THM 400 65-up</i>	Reverse Cushion Kit: Corrects harsh reverse.
440 LK	<i>THM 440 84-up</i>	Lube and Endplay Kit: Has endplay shims and roller shield. Reduces 3rd roller burnup.
440 RK	<i>THM 440 84-up</i>	Reverse Cushion Kit: Includes reverse valve and seal. Corrects harsh slide bang reverse
4L6-SOL-KIT Repair Kit	<i>92-03 4L60E, 4L80E, 4T80E, 4L65E</i>	Renews EPC solenoid. [Black can Force Motor] Fixes 4 solenoids.
4L6-SOL-4	Refill Kit	Refill for above kit: 4 valves, 4 Caps, 4 Springs.
46-MOD	<i>4L60E</i>	Vacuum Modulator Kit: Replaces EPC solenoid for heavy duty, High Perf and no computer transplants.
4L60E-BOOST	<i>4L60E 93-up</i>	.500 Valve & Bushing: Gives up to 236 psi forward for Super Hot and Big Block use.
48-ACT-TL NEW	<i>4L80E 91-04</i>	4L80E Actuator Limit Valve Repair Kit. Fixes 6 valve bodies. Boring tool kit with oversize valve & new Springs. Corrects, low line pressure, clutch burn up and wrong gear starts.
48-ACT-VL6 Refill Kit	<i>4L80E 91-04</i>	6 oversize actuator valves & springs. Refill for: 48-ACT-TL Boring Kit
48-CCV	<i>4L80E 91-up</i>	Converter Conversion Kit —Corrects Lube flow when using non-lockup converter. Used often in transplants.
48-MOD	<i>4L80E 93-05</i>	Vacuum Modulator Kit: For transplants, heavy duty, high performance. Use with 4L80E-HD2

GENERAL MOTORS - SPECIALTY PARTS (CONTINUED)

Part	Application	Description
4L6-CCV	<i>4L60E 93-up</i>	Converter Conversion Valve: Corrects converter flow to primary pump area so converter will stay full under high load. Use with non lockup converter.
4L6-ISO-3	<i>4L60E 95-up</i>	Oversize isolator valves 3: For GM/SRTA transmission & GM Rebuilt Valve Bodies. Has patented isolator valve that is longer, oversize, and self cleaning. Valve reduces tilting and future wear.
4L80E-HTRK	<i>4L80E 91-up</i>	Heavy Duty High-Temp Ring & End Play Kit : Internal Sealing Ring Kit with End Play Shims and Front Stator Bushing. Corrects/Prevents; Codes 85-39-68; No lockup & 4th; lockup slip and burnup. Reverse Delay; bindup in reverse when hot.
7-2P	<i>THM 700 81-up</i>	Corvette 2nd gear piston and housing. Firmer 2nd and 3rd: Working trucks, Competition, Pro-Street, Race, etc.
7-300	<i>THM 700, 200-4R 81-70</i>	Intermediate & Rev Boost Valve and Bushing: Firmer manual 1-2 shift. Holds manual Low gear longer. Higher speed manual shift back to low.
7-4-V	<i>THM 700 81-88</i>	Custom 3-4 Shift valve: Allows max throttle 3-4 shift with 82 to 88 models. Stays in 4th high speeds
7-422	<i>700, 200-4R 81-up</i>	.422 TV Boost Valve and Bushing: Line pressure boost valve; Minimum requirement for V8.
7-472	<i>700, 200-4R 81-up</i>	.472 TV Boost Valve: Higher line pressure for Heavy Duty towing, Off road, and Performance.
7-500	<i>700, 200-4R 81-up</i>	.500 TV Boost Valve: Competition, Racing and Pro-street use. Maximum pressure and shift feel. Super HP and Big Block. Gives 236 psi max.
7-CCV	<i>700, 200-4R 81-up</i>	Converter Conversion Valve: For installing non-lockup converter. Corrects lube flow thru converter.
7-CS	<i>700, 4L60E 81-up</i>	3-4 & Forward Clutch Spring Kit: Prevents Hi RPM centrifugal apply. A must have for hi-Rev use above 5400. With original or additional clutches.
700 PK Standard	<i>THM 700, 4L60E THM 200-4R 81-up</i>	NoYoYo hardened steel pump rings and priming rings. Fits 700, 200-4R and 4L60E.

“45 years later. Still love to FIX'em”

Gil

GENERAL MOTORS - SPECIALTY PARTS (CONTINUED)

Kit	Application	Features
700 PKH Hi-Rev	<i>THM 700, 4L60E, 200-4R 81-up</i>	NoYoYo hardened steel pump rings; Fits 700, 4L60E and 200-4R with engines above 5400 rpm.
VBP-VAC	<i>For trans's with vacuum modulator and Super- charger or Turbo</i>	Vacuum/Boost Bypass Kit: All trans with vacuum modulator and supercharger or Turbo. Prevents boost pressure from causing runaway line pressure.

MAZDA - SHIFT KIT®

Kit	Application	Features
SK® CD4E-Jr Upgraded	<i>CD4E, LA4A-EL 94-04 Ford, Mazda 626 Escape, Tribute, Contour Probe, MX6 94-97</i>	Corrects: Runaway line pressure and resulting parts breakage. Fixes converter slip, bushing wear and planet burnups. Fixes code 628 and low lube flow.
SK® F4AEL NEW	<i>F4A-EL, FA4AEL 91-04 4EAT-F, F4A-III Escort, Mercury Tracer, Mazda Protégé-Kia Rio, Spectra, Sophia</i>	Corrects/Prevents/Reduces: EPC and Cable Controlled Trans's Rough 1-2 shift; 3rd clutch failure; Fast pump wear; high line; low line; accumulator seal wear—Won't move. Fits 4 and 5 solenoid models. Ford, Mazda & Kia
SK® G4A	<i>G4A-EL G4A-HL 86-93 Ford 4EAT-A</i>	Corrects/Prevents/Reduces: Reverse clutch burnup; bindup forward or reverse; bang 4-3; 2-4 band burnup on start off; wham reverse; speed-o gear burnup.
SK® GF4A-EL	<i>Probe All 93up with 2.5L (4EAT-GF) Mazda 94-03 MX6/626 with 2.5L Millenia 95-02 with 2.5L</i>	Fits: 6 & 7 Solenoid Valve bodies Corrects: Rough 1-2 shift complaint without removing trans. Bang 1-2 shift—Rough 2-3 shift. 2-3 cutloose and burned plates. Won't move forward or reverse. Low line pressure—Total Burnup. Pump wear & low or no cooler flow.
SK® LJ4AEL NEW	<i>Mazda Millenia "S" 95-03 with Super Charged 2.3L JF403E 90up Geo Storm Isuzu Impulse</i>	This Kit is about: Prevents Clutch Drum Blowout and Planetary failures caused by Hi-line and Low-Lube. Falls out of gear at stop sign, hot. Burns 3-4 clutch. No 2nd. No 3rd after a 3-2 or 4-2 kick down. Direct clutch (3rd) inner seal leak. Corrects Soft 1-2 & 2-3. High-Temp Low-Shrink rings assure quality shifts & extended durability.
SK® N4AEL	<i>929 & RX7 88-90</i>	Corrects/Prevents/Reduces: 1-2 slide; 2-3 or 3-2 cutloose; mushy 4th, soft shifts-Soft lockup

MITSUBISHI - SHIFT KIT®

<i>Kit</i>	<i>Application</i>	<i>Features</i>
SK® KM-175/77	<i>Mitsubishi, Hyundai and Dodge 88-01. 4-spd with or without lockup</i>	Corrects/Prevents/Reduces: 2-3 cutloose and/or long soft 3rd—Front clutch burnup (3rd) 3-4 neutral— 4-2 kickdown runaway—Coast down-shift bang long slide 1-2 shift—Long 3-4—No reverse or no forward. Won't fill converter—Low or no cooler flow— Wrong fluid level procedure.

Technology IS the Ethic

If the sign on the building or any advertising says, “**Transmissions**” that is **declaration** to the Universe that you **know** how to **fix** them.

When a product or service is offered, that **offer** itself is a specific **claim** by the seller that he is **accepting** the MORAL and TECHNICAL **responsibility** for correct **function**, for a reasonable length of time, in exchange **for money**.

This business is **because** trans's have **complaints** and failures. **Regardless** what you may call your repair, the **job** is in your shop to **FIX** and **prevent** the **complaints** and failures.

As a **person** you can be **totally honest**, but **if** the **causes** of the complaints and failures aren't **FIXED** where is the business **ethic**?

Each transmission has 3 to 5 **complaints** and failures you see over and over again and again. That's what you should **fix FIRST**. Then do all the o'hauling or building you want after you **FIXED** it.

A Service is **ethical** and deserving to the exact extent that it **corrects** the **causes** of **complaints** and failures; and does not include a whole bunch of parts that were not needed.

No more and no less,
Gil Younger

Need to Yell at somebody? Call Tech Team: 626] 443-7451

NISSAN / INFINITY - SHIFT KIT®

Kit	Application	Features
SK® RE4R01A	<i>Fits RE4R03A Nissan V8's. Infinity, SUV's JR403, and Trucks</i>	Corrects/Reduces/Prevents: Planet burnup, 3rd clutch failure; Forward clutch burnup; Soft 1-2 shift; Band burnup and low lube flow. Has High-Temp, Low Shrink Sealing Rings.
SK® RE4F02A	<i>Maxima, 85-96 Pulsar, 86-90 Stanza, 88-90</i>	Corrects/Prevents/Reduces: Neutral at stop sign. Delayed forward. No 3rd after a 3-2 or 4-2 kickdown. 4-3 or 4-2 kickdown runaway, burns up the 3-4 clutches. Direct clutch (3rd) inner seal leak, wears flat or opens up, soft 1-2 and 2-3. High-Temp Low-Shrink rings assure quality shifts & extended durability.
SK® RE4F03A NEW	<i>Front Drive Nissan Without TV Cable Sentra GXE 93-99 200SX 95-98 G20 Infinity 94-99</i>	This Kit is about: Rough 2nd cold. No 3rd after a 3-2 or 4-2 kickdown. Direct clutch (3rd) inner seal leaks, wears or opens up, etc. Corrects Hard and Soft 1-2. Long 2-3 at heavy throttle. Firmer 4th and lockup. "Improved shifts + High temp ring"
SK® RE4F03B NEW	<i>Nissan & Infinity Sentra & G20 00-04</i>	Corrects/Prevents: Rough 1-2 Cold. No 3rd after 4-2 or 3-2 kickdown. Leaky worn, bad design inner clutch seal, Hard or Soft 1-2 shift. Long shifts hit rev limiter. Firmer 4th & Lockup. "Improved shifts + High temp ring"
SK® RE4F04A Upgraded	<i>Nissan, Mercury & Infinity Quest & Villager 4F20E 93-02 Maxima, Altima, i30 93-00</i>	Corrects/Prevents/Reduces: Falls out of gear at stop sign. HOT. Delayed forward engagement. No 3rd after a 3-2 or 4-2 kickdown. 4-3 or 4-2 kickdown runaway, burns up the 3-4 clutches, direct clutch (3rd) inner seal leak, wears flat or opens up, soft 1-2 and 2-3. High-Temp Low-Shrink rings– Quality shifts & more durability.
SK® RE4F04B NEW	<i>Nissan & Infinity Maxima, Altima, i30 00-04</i>	Corrects/Prevents: Rough 1-2 Cold. No 3rd after 4-2 or 3-2 kickdown. Leaky worn, bad design inner clutch seal, Hard or Soft 1-2 shift. Long shifts hit rev limiter. Firmer 4th & Lockup. High-Temp Low-Shrink rings assure quality shifts & extended durability.

Sales Pitch: FFCD Tech CD page 18 for \$350 is the biggest bargain EVER for trans knowledge. 40 plus years of experience working on comebacks. It will answer 100's of questions in your mind. It is what I use and our techs use daily. Gil

NISSAN / INFINITY - SHIFT KIT® (CONTINUED)

Kit	Application	Features
SK® RL4F03A NEW	Nissan & Infinity <i>Front Wheel Drive</i> <i>With TV cable</i> <i>Sentra 91-99</i> <i>NX 92-93</i> <i>200SX 95-98</i> <i>G20 91-93</i>	Corrects/Prevents/Reduces: 3-4 Clutch Burn-up. No 3rd after 3-2 or 4-2 kickdown. Direct clutch (3rd) inner seal leaks, wears, or opens up due to rotating force. Corrects soft TCC and Soft 4th. "Improved shifts + High temp ring"

NISSAN / INFINITY - REPROGRAMMING KIT™

Kit	Application	Features
RE4F03A-HD2 NEW	Front Drive Nissan <i>Without TV Cable</i> Sentra 93-99 200SX 95-98 G20 Infinity 94-99	Corrects: No 3rd after a 3-2 or 4-2 kickdown. Direct clutch (3rd) inner seal leaks , wears or opens up, etc. Corrects soft 1-2. Long 2-3 at heavy throttle. Firmer 4th and lockup. Designed for Nitrous or Turbo Charging. Has "Trick valve, Hot Rod, Street Show Off"
RE4F03B-HD2 NEW	Nissan & Infinity <i>Sentra & G20 00-04</i>	Corrects: No 3rd after 4-2 or 3-2 kickdown. Leaky worn, bad design inner clutch seal. Soft 1-2 shift. Long shifts hit rev limiter. Firmer 4th & Lockup. Designed for Nitrous or Turbo Charging. Has "Trick valve, Hot Rod - Street Show Off"
RE4F04A-HD2 NEW	Nissan <i>Maxima-Altima 93-00</i> <i>Quest 92-02</i> Mercury Villager <i>4F2OE 92-02</i> Infinity i30 95-99	Corrects: Falls out of gear at a stop HOT. No 3rd after a 3-2 or 4-2 kickdown. Direct clutch (3rd) inner seal leaks, wears or opens up, etc. Corrects Soft 1-2. Long 2-3 at heavy throttle. Firmer 4th & lockup. Designed for Nitrous or Turbo Charging. Has "Trick Valve": Hot Rod - Street Show Off"
RE4F04B-HD2 NEW	Nissan, Infinity <i>Maxima, Altima, i30 00-04</i>	Corrects: Rough 1-2 cold, no 3rd after 4-2 or 3-2 kickdown. Leaky worn, bad design inner clutch seal. Soft 1-2 shift. Long shifts hit rev limiter. Firmer 4th & Lockup. Designed for Nitrous or Turbo or Supercharging. Has "Trick Valve": Hot Rod - Street Show Off"
RL4F03A-HD2 NEW	Front Drive Nissan <i>With TV Cable</i> Sentra 91-99 NX 92-93 200SX 95-98 G20 Infinity 91-93	Corrects: Rough 2nd cold. No 3rd after 3-2 or 4-2 kickdown. Direct clutch (3rd) inner seal leaks, wears or opens up, etc. Corrects Hard and Soft 1-2. Long 2-3 at heavy throttle. 2-3 cutloose-3-2 cutloose---Firmer 4th---Firmer Lockup. Designed for Nitrous or Turbo Charging. "Hot Rod, Street Show Off"

TOYOTA - REPROGRAMMING KIT™

Kit	Application	Features
A245E-HD2 NEW	Corolla 93-02 Geo Prizm 93-01	Corrects: Soft 1-2. Long 2-3 at heavy throttle. Firmer 4th and Lockup. Designed for Nitrous or Turbo Charging. "Hot Rod, Street Show Off"

TECHNICAL BOOKS AND CD

Part	Application	Description
ATF Book	Automatic Transmission Fundamentals: Developed for improving your skills that apply to most automatic domestic transmissions. Assembly, overhaul, checking, corrections, troubleshooting are featured in this booklet.	350, 400, C4, C6, Torqueflite, 727 & Aluminum Power Glide
ROTO-MATIC (Slim Jim) 2nd Edition	Slim-Jim 2nd Edition Service Booklet: Techniques service and diagnosis supplement guide to Roto-Hydrumatic transmissions. Briefly explains the problems most often encountered with this type of transmission. Principles of operation, pressure checks, shifting problems, noise and leaks are all featured in this booklet.	Don't touch one without it.
ATSM-8 8th Book 3rd Printing	Advanced Transmission Trouble Shooters Manual: For Electronic Transmissions. Just about everything you need to know to prevent complaints and comebacks. Locate the problem and fix the cause quickly.	604/41TE, 606/42LE 1989-95 Chrysler, E4OD 1989-95 Ford 4L80E 1991-95 GM
FFC-9 9th Book	Finding & Fixing 9th Edition Manual —Extensive, comprehensive 225 pages on finding and fixing the causes of complaints and failures on the most popular GM, Ford, Chrysler & Import Transmissions.	Ford, GM, Dodge, Chrysler, Saturn, Mazda, Nissan And Mitsubishi
Shop Tech 1 FFCD Tech-CD	Tech-CD: Finding & Fixing Complaints Includes the 7th, 8th, and 9th Tech Book editions. Over 400 pages; 300 of which focus on late model complaints that are occurring NOW. With its own lightning fast operating system, there is really nothing to learn; click on the transmission type, then the complaint you want to correct or avoid and the FIX is there in big, clear pictures. View or print, run in a CD drive, or copy into the hard drive.	This data has made a 1000 guys into great Techs. Be a 10 minute Complaint Genius. 1960 to 2005 T-Go Tech-CD

Part Interchange

PTW	SHIFT KIT®							APD/Dacco
TransGo	Transtar	AXIOM	W I T	OTS	A & REDS	Natpro	Slauson	MST/D&E/Dean
180-C	K41908	SK 180-C	T24165	K54908	K41908	K64949	1805170AN	180-C
ALLISON SK	K15908	T121165	T116169A	K37908	K19475	ALLISON SK	AL15170AN	K37908
SK 125	K51908	T64165	T64165	K75908	K51908	K46944	1255170AN	K75908
SK 2	SK 2	SK 2	SK 2	K16914	K16908	SK 2	2SP5170AN	SK 2
SK 200	K32908	T54165A	T54165A	K65908	K32908	K45944	2SP5170AN	K65908
SK 200-4R	K32908M	T54165B	T54165B	K65908R	K32908M	K45944R	24R5170AN	K65908R
SK 279	K32908A	T54165AA	T54165AA	K65908A	K32908A	K45945	2005170BN	K65908A
SK 325	K32908D	T54165C	T54165C	K65908F	K32908D	K45944F	3255170AN	K65908F
SK 325-4L	K32908E	T54165D	T54165D	K65908L	K32908E	K45944L	34L5170AN	K65908L
SK 350	K35908	T44165	T44165	K35908	K35908	K44944	3505170AN	K35908
SK 3-67	K6253C	T106165	T106165	K6253C	K6253C	K6947	FMX5170AN	K6353C
SK 3-73	K6253D	T106165A	T106165A	K6253D	K6253D	K6948	FMX5170BN	K63253D
SK 3V	SK 3V	SK 3V	SK 3V	K6253A	SK-3V	SK 3V	SK 3V	K6253A
SK 400	K34908	T34165	T34165	K34908	K34908	K34944	4005170AN	K34908
SK 425	K34908A	T34165G	T34165G	K34908A	K34908A	K34945	4255170AN	K34908A
SK 440-3	K66908	T84165-3	T84165-3	K84908-3	K66908	K52944-3	4405170AN	K84908-3
SK 440-JR	K66908J	T84167	T84167	K84908J	K66908A	K52943	4405170CN	K84908JR
SK 44-55E	K27908E	T56165H	T56165H	K56908B	K27908F	K66944L	4R45170AN	K56908B
SK 4-71	K26908E	T26165E	T26165E	K26908E	K26908E	K26948	C-45170EN	K26908E
SK 4	K26908	T26165E	T26165	K26908	K26908	K26944	C-45170EN	K26908
SK 45RFE	K87908	T72165	T72165A	K44908	K20908	K29944	45R5170AN	K44908
SK 48RE	K22908F	T22165C	T22165G	K22908PD	K22908D	K29944L	48R5170AN	K22908Q
SK 4L	K26908A	T26165A	T26165A	K26908A	K26908A	K26945	C-45170BN	K26908A
SK 4L60E	K61908E	T74165E	T74165E	K77908A	K61908E	K51944E	7005170BN	K77908A
SK 4L80E	K34908E	T34165E	T34165E	K34908E	K34908E	K33944A	4L85170AN	K34908E
SK 4S	SK 4S	T26165B	SK 4S	K26908B	K26908B	K26946	C-45170JN	K26908B
SK 4SL	K26908C	T26165C	T26165C	K26908C	K26908C	K26947	C-45170DN	K26908C
SK 5R55W	K27908W	T46165	T16165A	K56908W	K17908	K58944N	5RW5170AN	K56908C
SK 5R110W	K73908P	T16165	T136165A	K36908L	K10908B	K38944	5R15170AN	K36908L
SK 4T60E-JR	K66908E	T84167E	T84167E	K84908E	K66908E	K53943H	4605170AN	K84908EJR
SK 4T65E	K66908G	T84167G	T84165G	K84908M	K66908D	K41943	4T55170AN	K84908M
SK 6	K36908B	T36165	T36165	K36908A	K36908A	K36944D	C-65170AN	K36908A
SK 604	K72908J	T92165	T92167	K92908	K49908A	K32943	6045170AN	K92908
SK 670	K48908B	T32165A	T32165B	K32908	K48908	K48944	4045170BN	K32908A
SK 700	K61908	T74165	T74165	K77908	K61908	K51944	7005170AN	K77908
SK 700-JR	K61908J	T74167	T74167	K77908J	K61908A	K51943	7005170JN	K77908JR
SK A4LD-JR	K27908J	T56165E	T56167E	K56908A	K27908E	K66943C	4LD5170AN	K56908JR
SK ALLISON-JR	K15908B	T121167A	T116169G	K37908J	K70908	K35943B	AL15170BN	K37908AJR
SK AOD	K53908	T76165	T76165	K76908	K53908	K47944	AOD5170AN	K76908

SK AODE	K53908E	T76165E	T76165E	K76908E	K53908E	K47944E	AOE5170BN	K76908E
SK AX4N	K67908N	T86165H	T86165H	K96908F	K67908B	K53944N	X4N5170AN	K96908F
SK AXOD	K67908	T86165	T86165	K96908F	K67908	K53944	XOD5170AN	K96908
SK AXODE	K67908E	T86165E	T86165E	K96908E	K67908E	K53944E	XOE5170AN	K96908E
SK AXODE-JR	K67908EJ	T86167E	T86167E	K96908EJ	K67908E-JR	K53943E	XOE5170DN	K96908GJR
SK C3	K27908	T56165	T56165	K56908	K27908	K66944	C-35170AN	K56908
SK C5	K26908F	T26165F	T26165F	K26908F	K26908F	K26949	C-45170LN	K26908F
SK CD4E-JR	K85908J	T96167	T96167	K73908	K89908	K54943	CD45170AN	K73908JR
SK E4OD	K73908	T36165E	T36165E	K36908E	K10908	K37944A	E4D5170AN	K36908E
SK F4AEL	K84908	T38165A	T38165A	K74908	K85908	K84944	EAT5170BN	K74908
SK FX	K57908	T66165	T66165	K86908	K57908	K49944	ATX5170AN	K86908
SK G4A	K74908	T28165	T28165	K71908	K76908	K73944	G4A5170AN	K71908
SK GF4A-EL	K74908B	T28165B	T28165E	K71908A	K76908A	K73944D	G4A5170BN	K71908A
SK KM-175/77	K63908	T42165C	T42165C	K42908F	K63908	K70944F	1775170AN	K42908
SK LJ4AEL	K82908C	T83165G	T83165C	K64908	K81908	K87944	FO55170AN	K64908B
SK N4AEL	K45908N	T53165	T53165	K66908E	K45908C	K65944E	4N75170EN	K66908E
SK RE4F02A	K68908E	T93165	T93165	K93908	K68908	K75944	RL45170BN	K93908
SK RE4F03A	K82908A	T83165D	T83165BA	K99908E	K91908A	K87944A	FO35170BN	K99908
SK RE4F04A	K82908B	T83165B	T83165B	K63908	K90908	K87944C	FO45170AN	K63908
SK RE4F03B	K82908F	T83165E	T83165D	K99908B	K91908B	K87944BA	FO35170CN	K99908B
SK RE4F04B	K82908G	T83165C	T83165DA	K63908B	K90908A	K87944CA	FO45170BN	K63908B
SK RE4R01A	K78908	T73165A	T73165A	K69908	K78908	K85944	RE45170AN	K69908
SK RL4F03A	K82908D	T83165A	T83165A	K99908	K91908	K87944AH	FO35170AN	K99908A
SK TFOD-DIESEL	TFOD-DIESEL	T22165B	T22165B	K22908ND	K22908C	K22946H	5185170EN	K22908D
SK TFOD-JR	TFOD-JR	T22176	T22167	K22908ND	K22908B	K22946G	5005170AN	K22908NJR
SK TFSC	K22908B	T22165B	T22165	K22908B	K22908	K22946	9045170EN	K22908B

PTW	REPROGRAMMING KIT™							APD/Dacco
TransGo	Transtar	AXIOM	W I T	OTS	A & REDS	Natpro	Slauson	MST/D&E/Dean
200-4R-HD-2	200-4R-2-3	T54171B	T54171B	200-4R-HD-2	2004R-3	2004R-2&3	24R5170AN	2004R-HD2
33-1	33-1	T106171A	33-1	33-1	33-1	33-1	FMX5170DN	33-1
350-1&2	350-1-2	T44171	T44171	350-1&2	350-2	350-1&2	3505170CN	350-1&2
350-3	350-3	T44173	T44173	350-3	350-3	350-3	3505170FN	350-3
350C-1&2	350C-1&2	T44171A	T44171A	350C-1&2	350C-2	350C-1&2	3505170GN	350C-1&2
37-1	37-1T	37-1	37-1	37-1	37-1	37-1	FMX5170CN	37-1
400-1&2	400-1-2	T34169	T34169	400-1&2	400-2	400-1&2	4005170DN	400-1&2
400-3	400-3	T34173	T34173	400-3	400-3	400-3	4005170EN	400-3
400-PRO	400-PRO	T34171	T34171	400-PRO	400-PRO	400-PRO	4005170FN	400-PRO
40-2	40-2	T26169A	T26169A	40-2	40-2	40-2	C-45170HN	40-2
40-3	40-3	T26171A	T26171A	40-3	40-3	40-3	C-45170KN	40-3
425-1	425-1	425-1	425-1	425-1	425-1	425-1	4255170BN	425-1
45-01	45-01	45-01	45-01	45-01	45-01	45-01	C-45170FN	45-01
45RFE-HD2	45RFE-HD2	45RFE-HD2	45RFE-HD2	45RFE-HD2	45RFE-HD2	45RFE-HD2	45RFE-HD2	45RFE-HD2

47-1	47-1	T26169-1	47-1	47-1	47-1	47-1	C-45170MN	47-1
47-2	47-2	T26169	T26169A	47-2	47-2	47-2	C-45170GN	47-2
47-3	47-3	T26171	T26171	47-3	47-3	47-3	C-45170PN	47-3
4L60E-3	4L60E-3	T74173E	T74173E	4L60E-3	4L60E-3	4L60E-3	7005170HN	4L60E-3
4L60E-HD2	4L60E-HD2	T74171E	T74171E	4L60E-HD2	4L60E-2	4L60E-HD2	7005170EN	4L60E-HD2
4L80E-3	4L80E-3	T34173E	T34173E	4L80E-3	4L80E-3	4L80E-3	4L85170DN	4L80E-3
4L80E-HD2	4L80E-HD2	T34169E	T34169E	4L80E-HD2	4L80E-HD2	4L80E-HD2	4L85170BN	4L80E-HD2
4R100-HD2	4R100-HD2	T36169EA	T36169EA	4R100-HD2	4R100-HD2	4R100-HD2	4R15170BN	4R100-HD2
67-1&2	67-1-2	T36169	T36169	67-1&2	67-2	67-1&2	C-65170CN	67-1&2
67-3	67-3	T36173	T36173	67-3	67-3	67-3	C-65170DN	67-3
700-2&3	700-2-3	T74171	T74171	700-2&3	700-3	700-2&3	7005170DN	700-2&3
A245E-HD2	A245E-HD2	T67171D	T67171DA	A245E-HD2	A245E-HD2	A245E-HD2	2405170AN	A245E-HD2
AODE-3	AODE-3	T76173E	T76173E	AODE-3	AODE-3	AODE-3	AOE5170DN	AODE-3
AODE-HD2	AODE-HD2	T76171E	T76171E	AODE-HD2	AODE-HD2	AODE-HD2	AOE5170CN	AODE-HD2
AOD-HP	AOD-HP	T76171	T76171	AOD-HP	AOD-HP	AOD-HP	AOD5170DN	AOD-HP
C3-2	C3-2	C3-2	C3-2	C3-2	C3-2	C3-2	C-35170BN	C3-2
E4OD-HD2	E4OD-HD2	T36169E	T36169E	E4OD-HD2	E4OD-HD2	E4OD-HD2	E4D5170CN	E4OD-HD2
FMX-3	FMX-3	T106173	T106173	FMX-3	FMX-3	FMX-3	FMX5170EN	FMX-3
PG-2S	PG-2S	T103171	T103171	PG-2S	PG-2S	PG-2S	APG5170BN	PG-2S
RE4F03A-HD2	RE4F03A-HD2	T83171D	T83171BA	RE4F03A-HD2	RE4F03A-HD2	RE4F03A-HD2	FO35170DN	RE4F03A-HD2
RE4F04A-HD2	RE4F04A-HD2	T83171B	T83171B	RE4F04A-HD2	RE4F04A-HD2	RE4F04A-HD2	FO45170CN	RE4F04A-HD2
RE4F03B-HD2	RE4F03B-HD2	T83171E	T83171D	RE4F03B-HD2	RE4F03B-HD2	RE4F03B-HD2	FO35170EN	RE4F03B-HD2
RE4F04B-HD2	RE4F04B-HD2	T83171C	T83171DA	RE4F04B-HD2	RE4F04B-HD2	RE4F04B-HD2	FO45170DN	RE4F04B-HD2
RL4FO3A-HD2	RL4FO3A-HD2	T83171A	T83171A	RL4FO3A-HD2	RL4FO3A-HD2	RL4FO3A-HD2	FO55170BN	RL4FO3A-HD2
TF-1	TF-1	T22169	T22169	TF-1	TF-1	TF-1	9045170AN	TF-1
TF-2	TF-2	T22171	T22171	TF-2	TF-2	TF-2	9045170BN	TF-2
TF-3	TF-3	T22173	T22173	TF-3	TF-3	TF-3	9045170CN	TF-3
TFOD-3	TFOD-3	T22173B	T22173B	TFOD-3	TFOD-3	TFOD-3	5005170DN	TFOD-3
TFOD-HD2	TFOD-HD2	T22169B	T22169B	TFOD-HD2	TFOD-HD2	TFOD-HD2	5005170BN	TFOD-HD2

PTW	Accumulator Pistons							APD/Dacco
TransGo	Transtar	AXIOM	WIT	OTS	A & REDS	Natpro	Slauson	MST/D&E/Dean
4L60E-2ACM	61985A	T74927A	A74927A	77988A	61985A	51782EA	700675FN	4L60E-2ACM
4L65-2ACM	66993D	T74927C	A74927AE	77998E	61985B	51782LA	700675CCN	4L65-2ACM
4L60E-FWD	61987A	T74964B	A74927B	77987A	61983	51781EA	700675EN	4L60E-FWD
4T60-ACM	66993	T84927A	A84927A	84822	66982	52782A	4401873AN	84880
4T60-ACM2	66993T	T84927DK	A84927AK	K84927M	66893	K52782HA	460845AN	4T60-ACM2
4T65-ACM	63993D	T84927G	A84927E	K84927M	66984	41782A	4T51873AN	4T65-ACM

PTW	Valves & Bushings - Standard & Hi-Perf.							APD/Dacco
TransGo	Transtar	AXIOM	W I T	OTS	A & REDS	Natpro	Slauson	MST/D&E/Dean
4L60E-BOOST	K61908B	A74507EK	A74507TEK	4L60E-BOOST	K61988H	K51889EHP	7007313FN	4L60E-BOOST
604-BSH	72908V	A92741BVS	A92741T-2	K92908BSH	K49909	32889	6049109BN	92099
7-300	7-300	A74507RAK	A74507RAK	K77898T	7-300	K51989	7007313GN	7-300
7-422	7-422	7-422	A74507TB	77917T	7-422	K51889	7009109CN	7-422
7-472	7-472	A74507JA	7-472	K77896T	7-472	K51889HD	7009109AN	7-472
7-500	7-500	A74507J	7-500	K77897T	7-500	K51889HP	7009109BN	7-500

PTW	Lockup Repair and Conversion Kits							APD/Dacco
TransGo	Transtar	AXIOM	W I T	OTS	A & REDS	Natpro	Slauson	MST/D&E/Dean
4R100-LU	K37908V	A36507C	A36507CK	4R100-LU	K10910	K37989F	4R17134AN	K36925
4L6-CCV	4L6-CCV	T74165C	T74165C	K77969A	K61973A	K51948E	7003832DN	4L6-CCV
48-CCV	48-CCV	48-CCV	48-CCV	48-CCV	48-CCV	K33948	4L83832CN	48-CCV
7-CCV	K61908V	T74165A	T74165A	K77969A	K61973	K51948	7003832CN	K77969
200-LU	K32877	A54507A	A54507ACK	K65877	K32877	K45946	2009109AN	K65877
A1-LU-BST	A1-LU-BST	A1-LU-BST	A1-LU-BST	A1-LU-BST	A1-LU-BST	A1-LU-BST	A1-LU-BST	A1-LU-BST

PTW	Various Kits and Parts							APD/Dacco
TransGo	Transtar	AXIOM	W I T	OTS	A & REDS	Natpro	Slauson	MST/D&E/Dean
125-S	125-S	A64906	125-S	125-S	125-S	46775	125123BN	125-S
46-MOD	46-MOD	T74431A	A74431A	46-MOD	K61908M	K51879V	7006927MN	46-MOD
48-MOD	48-MOD	A34431E	A34431E	48-MOD	K34908M	K33879V	4L86927MN	48-MOD
48-ACT-TL	K34908AV	A34741LRK	T-48-ACT-TL	48-ACT-TL	K34912	K33886RK	4L88001BN	48-ACT-TL
48-ACT-VL6	K34908V	A34741L	A34741FK	48-ACT-VL6	K34910	K33886	4L88001CN	48-ACT-VL6
400 RK	K34908B	T34165A	T34165A	K34908R	K34908B	K34946	4005170BN	K34908R
440 LK	K66908L	T84165LE	T84165LE	K84908L	K66908C	440 LK	440410DN	K84908L
440 RK	K66908R	T84165A	T84165A	K84908C	K66908B	K52946	4407313CN	K84908C
4L6-ISO-3	K61944T	T74741CK	A74741Q-1	K77925	K61912	K51887EA	7007134CN	K77925
4L6-SOL-KIT	5A-152K	T34435RK	A34435AK	4L6-L	5A400RKR	4L6-SOL-KIT	7006927AKN	4L6-SOL-KIT
4L6-SOL-4	4L6-SOL-4	T34435ARK	A34435AK-1	4L6-SOL-4	5A400RK	4L6-SOL-4	7006927ALN	4L6-SOL-4
4L80E-HTRK	4L80E-HTRK	T34165ED	T34165ED	K34877	K34901E-HD	K33946	4L84633DN	K34877
4T40E-PRT	K86864	A14741ARK	T14165A-3	K33918-PRT	AAR-4T40E-PRT	K42989	4T45170AN	4T40E-PRT
4T40E-PR5	K86864V	A14741RK	T14165A-3R	33918-PR5	AAR-4T40E-PR5	K42989RF	4T45170BN	4T40E-PR5
5L4-ACT-VL	K41866	T134741LRK	A114741FK	55754-ACT	K60912	K63886	5L45170AN	5L4-ACT-VL
5L4-ACT-VL5	K41866V	T134741L	A144741F-5	55754-VL5	K60910	K63886RK	5L45170BN	5L4-ACT-VL5
604-1/16	604-1/16	604-1/16	604-1/16	604-1/16	604-1/16	604-1/16	6041560AN	604-1/16
604-CB	604-CB	92717K	A92717B-11	92853	604-CB	604-CB	6049419KAN	604-CB
700 PK	K32804	T74165B	T74165B	K77877	K32804	K51946	24R9752BN	K77877
700-PKH	K32804H	T74165HP	T74165HP	K77877R	K32804H	K51946H	24R5170DN	K77877R

7-2P	7-2P	7-2P	7-2P	K77895T	K61986	K51828C	700123EN	7-2P
7-4-V	K61908F	7-4-V	A74741-1	K77908-4V	K61989	51886	7004020-CN	7-4-V
7-CS	K61908S	7-4-V	A74971K	77720HD	7-CS	K51947	7007611CN	7-CS
AOD-HIREV	AOD-HI-REV	T76165P	AOD-HIREV	AOD-HIREV	AOD-HIREV	AOD-HIREV	AOD64AN	AOD-HIREV
C1DZ	99-261	C1DZ	C1DZ	K16913	92-250	K26611	C-41000TN	C1DZ
CD4-SEAL	CD4-SEAL	CD4-SEAL	CD4-SEAL	CD4-SEAL	CD4-SEAL	CD4-SEAL	CD4-SEAL	CD4-SEAL
E4-VL-LR3	K73977T	A36741E	A36741EBK	E4-VL-LR3	10710	K37885	E4D3720AN	E4-VL-LR3
F4A-VALVE	K84908V	A38507P	F4A-VALVE	K74908V	K85976	K84889	EAT5170AN	F4A-VALVE
TF-CUMMINGS	TF-CUMMINGS	TF-CUMMINGS	TF-CUMMINGS	TF-CUMMINGS	TF-CUMMINGS	TF-CUMMINGS	TF-CUMMINGS	TF-CUMMINGS
TF-GOV-SOL	5A-303K	T12432RK	A12432AK	TF-GOV-SOL	5A407-RKR	TF-GOV-SOL	TF-GOV-SOL	TF-GOV-SOL
TF-RK	TF-RK	TF-RK	TF-RK	TF-RK	TF-RK	TF-RK	TF-RK	TF-RK
TFOD-SP	TFOD-SP	A12970	TFOD-SP	12673HD	12603	12778HD	TFOD-SP	TFOD-SP
VBP-VAC	VBP-VAC	VBP-VAC	VBP-VAC	VBP-VAC	VBP-VAC	VBP-VAC	7006868AN	VBP-VAC

PTW	Separator Plates							APD/Dacco
TransGo	Transtar	AXIOM	W I T	OTS	A & REDS	Natpro	Slauson	MST/D&E/Dean
46-PLT-94	61961	A74747EA	A74747E	46-PLT-94	61750	51995E	700419FN	46-PLT-94
46-PLT-95	61961A	A74747EB	A74747EA	46-PLT-95	61751	51995G	700419GN	46-PLT-95
46-PLT-96	61961B	A74747EC	A74747EB	46-PLT-96	61752	51995H	700419HN	46-PLT-96
48-PLT-01	34961	A34747U	A34747E	48-PLT-01	34750	33995	4L8419DN	48-PLT-01
700-P	61961R	A74747U	A74747	700-P	61749	51995U	700419KN	700-P
TF-PLT-48RE	12993F	T22747E	A224747G	TF-PLT_48RE	22533	22995L	48R419AN	TF-PLT-48RE
TF-PLT-94B	12993	A12747C	A12747EA	TF-PLT-94B	12531	12995G	500419AN	TF-PLT-94B
TF-PLT-94S	12993B	A22747CA	A22747EA	TF-PLT-94S	22531	22995G	518419AN	TF-PLT-94S
TF-PLT-95B	12993C	A22747C	A22747EB	TF-PLT-95B	22532	22995H	518419BN	TF-PLT-95B
TF-PLT-95S	12993A	A12747EC	A12747EB	TF-PLT-95S	12532	12995H	500419BN	TF-PLT-95S

PTW	Books & CD's							APD/Dacco
TransGo	Transtar	AXIOM	W I T	OTS	A & REDS	Natpro	Slauson	MST/D&E/Dean
ATF	ATF	ATF	ATF	ATF	ATF	ATF	TGO7570AN	ATF
ATSM-8	ASTM-8	ATSM-8	ATSM-8	ATSM-8	ATSM-8	ATSM-8	TGO7572BN	ATSM-8
FFC-9	FFC-9	M402-9	FFC-9	FFC-9	FFC-9	FFC-9	TGO7570CN	FFC-9
FFCD	FFC-9 CD	FFCD	FFCD	FFCD	FFCD	FFCD	TGO7570DN	FFCD
Roto-Matic	ROTO-MATIC	Roto-Matic	Roto-Matic	Roto-Matic	ROTO-MATIC	Roto-Matic	TGO7570EN	Roto-Matic