

**Figure 4**

included with kit. Important: Make sure the retaining ring is fully seated in its groove when assembled. If the retaining ring is not fully seated in its groove, the pressure regulator assembly will blow out of its bore resulting in NO LINE pressure.

**Modifications**

**STEP 8.** Carefully remove the snap-in solenoid oil filters from the separator plate. Using the supplied drills, enlarge the holes in your separator plate as shown in (Fig. 5). Before drilling, mark the hole locations and drill size on the separator plate and double check them

against the illustration. Make sure to use the correct drill size specified for the performance level (Heavy Duty or Street). Remove burrs and clean the separator plate after drilling holes.

**STEP 9.** Install Aluminum Plug in Separator plate (See Fig. 6). With Plug installed in hole, hold Separator plate parallel to anvil and strike plug squarely with a hammer. Peen plug just enough so it is snug in the hole and will not fall out easily.

**Reassembly**

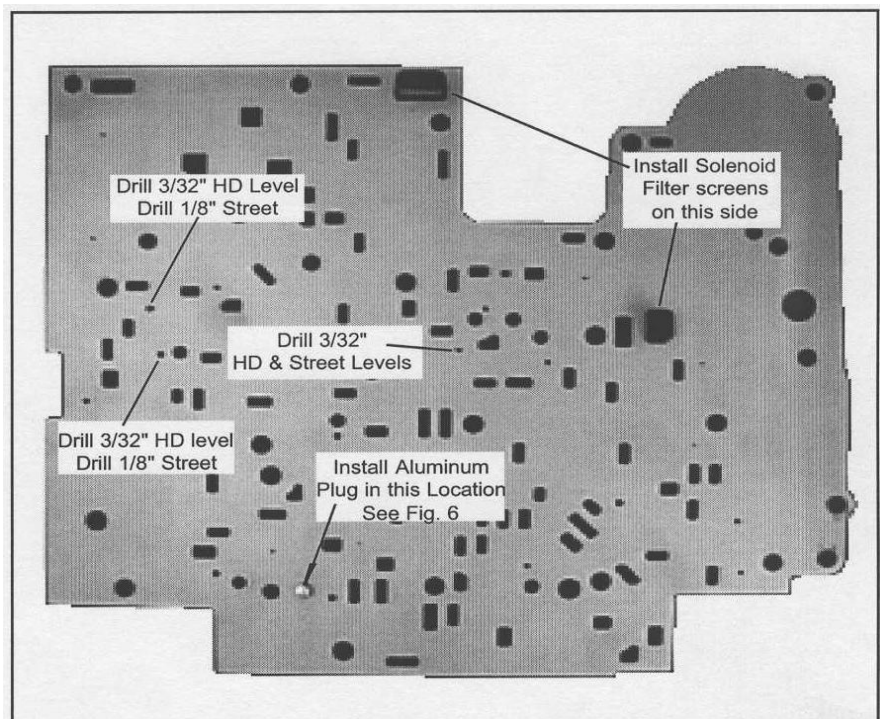
**STEP 10.** Place check balls in valve body and case (See Fig. 12) in the

positions shown. Use a dab of petroleum jelly to hold check balls in position. Double check the checkball placement against the provided diagram to prevent misplacement. Improper checkball placement can result in severe transmission damage.

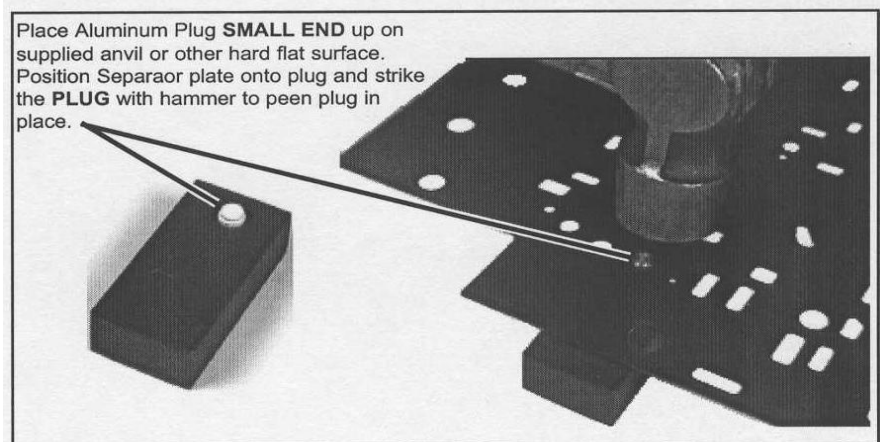
**STEP 11.** Snap new solenoid filters into separator plate (See Fig. 5). Make sure filters are on the correct side of separator plate, Place each new separator plate gasket on the separator plate and check to make sure no holes in the separator plate are covered by the gasket. Use petroleum jelly to stick gaskets to

separator plate during installation. The gasket with the 'C' cut in it goes next to the case and the gasket with the 'V' cut in it goes next to the valve body (See Fig. 11). If your gaskets become damaged anytime during the installation of the kit, replace them. If you can-not obtain B&M replacement gaskets then purchase OEM gaskets for your specific year and model vehicle.

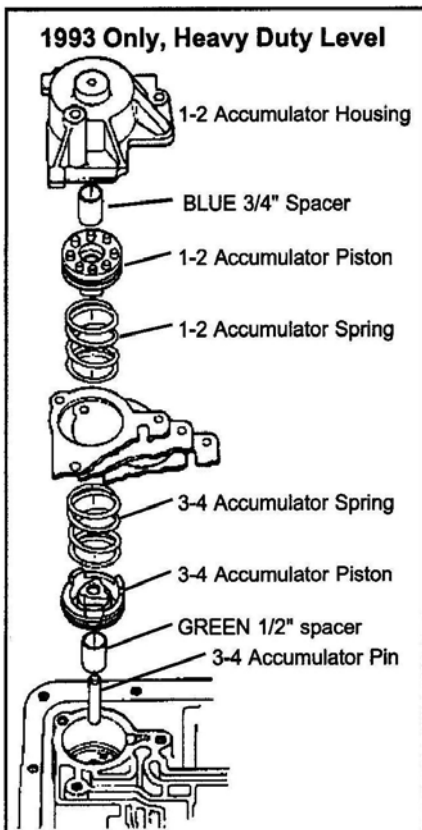
**STEP 12.** Heavy Duty Level Only; (See Figures 7 or 9) Place the 3-4 Accumulator Pin in the case. Over the pin place the Spacer, 3-4 Accumulator Piston and Stock Spring (spring is installed at step 14).



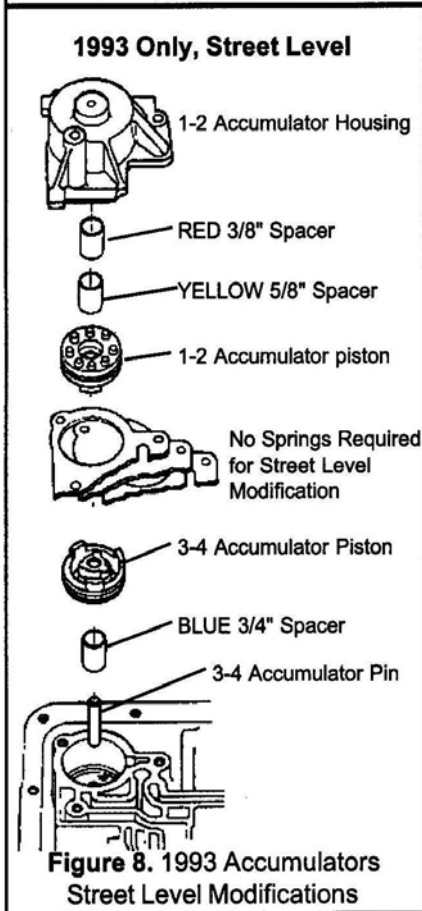
**Figure 5. Separator Plate**



**Figure 6. Separator Plate, Aluminum Plug Installation**



**Figure 7. 1993 Accumulators Heavy Duty Level Modifications**



**Figure 8. 1993 Accumulators Street Level Modifications**

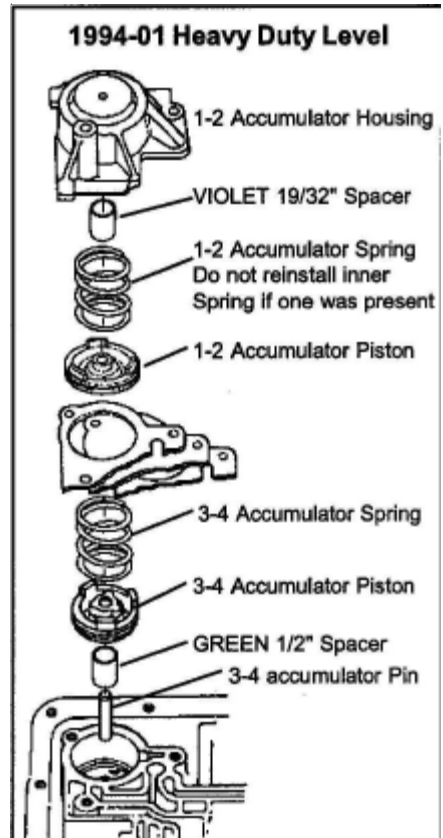
Remove the spring and piston from the 1-2 Accumulator Housing. Over the pin install the spacer, piston (**notice orientation**) and spring. Use petroleum jelly to hold components in place. Proceed to step 14.

**STEP 13. Street Level Only;** (See Figures 8 or 10) Place the 3-4 Accumulator Pin in the case. Over the pin place the spacer and 3-4 Accumulator Piston, using petroleum jelly to hold them in place. Remove the spring and piston from the 1-2 Accumulator Housing. Install both spacers over the pin, then the piston (**notice orientation**). No 1-2 or 3-4 accumulator springs are used for Street level shift performance.

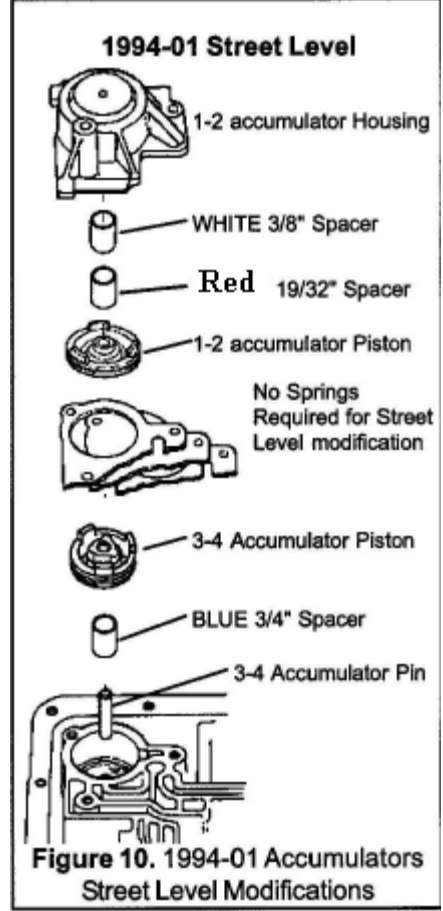
**STEP 14.** Make sure the 2-4 Band Anchor has not fallen out (See Fig. 12). With the 3-4 Accumulator components and the case check ball in place, place the Separator Plate and gasket assembly up to the case followed by the 1-2 Accumulator Housing assembly. Carefully line up the gas-kets and install accumulator housing and support plate. Tighten bolts finger tight **ONLY** (See Fig. 2).

**STEP 15.** Make sure Valve Body check balls are in correct locations (See Fig. 12). Position the manual valve so the manual valve link can be engaged (See Fig. 4). The manual valve link must be placed into the hole in the manual valve at a right angle to valve axis, then rotated 90 degrees to allow the valve to enter the manual valve bore. Do not force valve or link at any time. When the valve is fully engaged, align the valve body and case holes and install one bolt finger tight to hold valve body in place. Refer to your sketch and notes to properly position wire harness clips and solenoid connectors. Install all of the remaining bolts finger tight to finish lining up the separator plate and gaskets (See Fig. 2). Tighten all the valve body, accumulator and support plate bolts to 11 Nm (8 Lb. Ft.). Avoid striped threads. Do not over tighten bolts.

**STEP 16.** Double check your installation; 1: make sure all bolts are installed and torqued.



**Figure 9. 1994-01 Accumulators Heavy Duty Level modifications**



**Figure 10. 1994-01 Accumulators Street Level Modifications**