

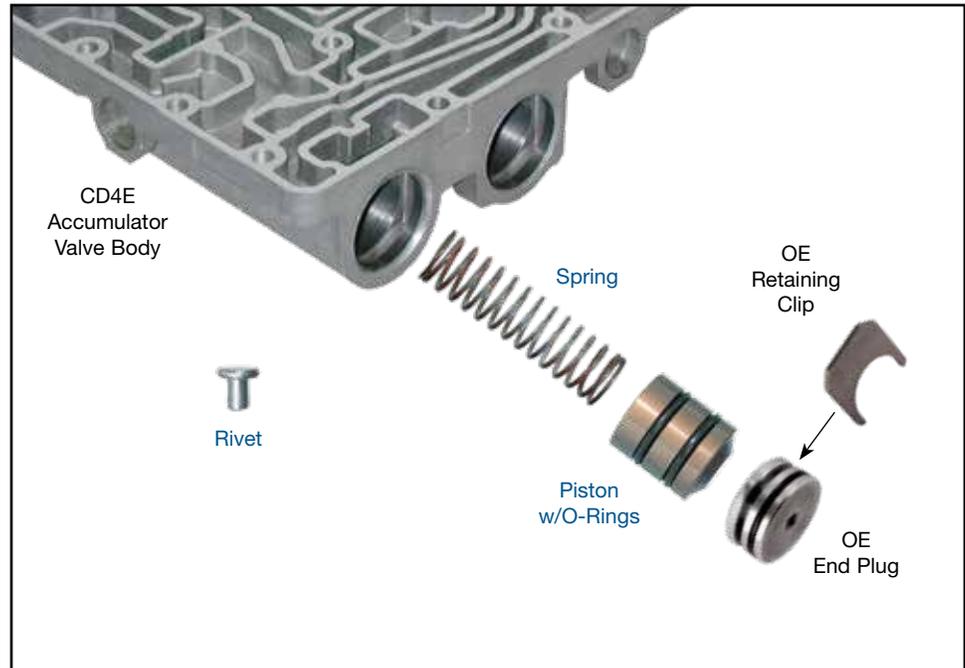
2-4 Accumulator Piston Kit

Part No.

73840-24

- Piston
- O-Rings (2) Viton®
- Spring White
- Rivet 1/4" Large Head, Aluminum

Ford CD4E; Mazda LA4A-EL



1. Disassembly & Inspect for Wear

- Remove OE piston from bore to visually check for excessive wear and/or worn bore ridges.

NOTE: Often OE pistons seize in bore and cannot be pulled out or hydraulically pushed out due to out-of-round conditions. The most successful removal procedure for a stuck piston is to remove it from the opposite side.
- To remove a seized 2-4 accumulator piston, drill through end wall, then drive out the seized piston mechanically (with a 1/4" or smaller punch) or hydraulically, via the 1/4" hole.
- Discard OE piston and spring, while keeping retaining clip for reuse.
- Remove any debris and clean bore.

2. Install Rivet

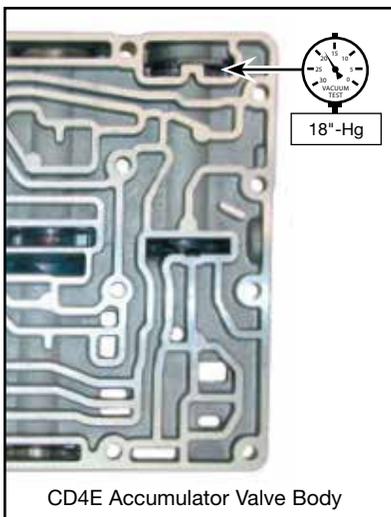
- Install Sonnax rivet into the hole drilled through the end wall of the valve body casting and peen over until flat and snug.
- Set a large diameter pin into a vise (1.00–1.20"). With Sonnax rivet in place, put the valve body over the pin. Peen the rivet head until tight and flush.

3. Installation & Assembly

- If bore is badly worn or has ridges, buff the bore with a fine emery cloth and then with Scotch-Brite® to remove any ridges.
- Install Sonnax O-rings into grooves on Sonnax piston and lubricate.
- Lubricate bore and install Sonnax spring and piston into bore.
- Secure with OE retaining clip.

4. Final Testing

Vacuum testing at the port(s) indicated holds the recommended minimum 18 in-Hg.



CD4E Accumulator Valve Body