

6T70-PDP-OS Pulse Damper Piston Repair

Required Tool Kit: 6T-PDP-TK

Fits all 6T70 Gen 1 & Gen 2

Six pistons & 6 Springs Fixes:

Two Gen 1 VB's

or

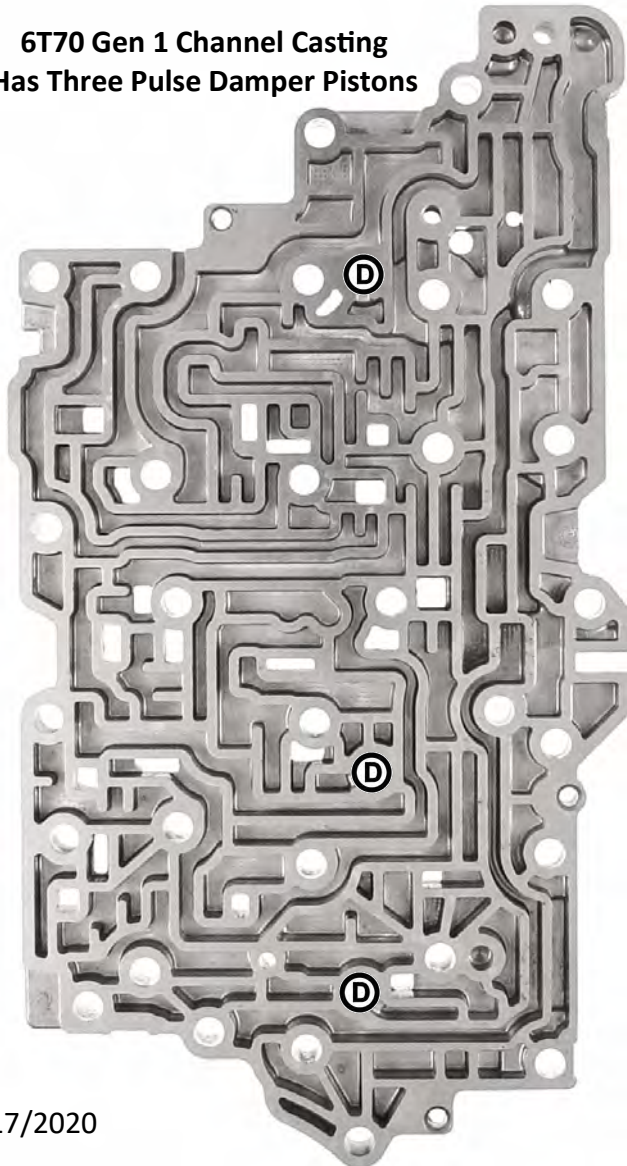
One Gen 2 VB



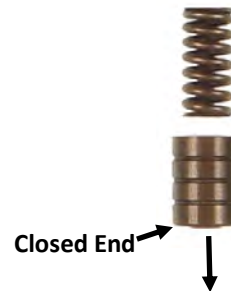
6 oversize dampener & springs are included in this kit:



**6T70 Gen 1 Channel Casting
Has Three Pulse Damper Pistons**



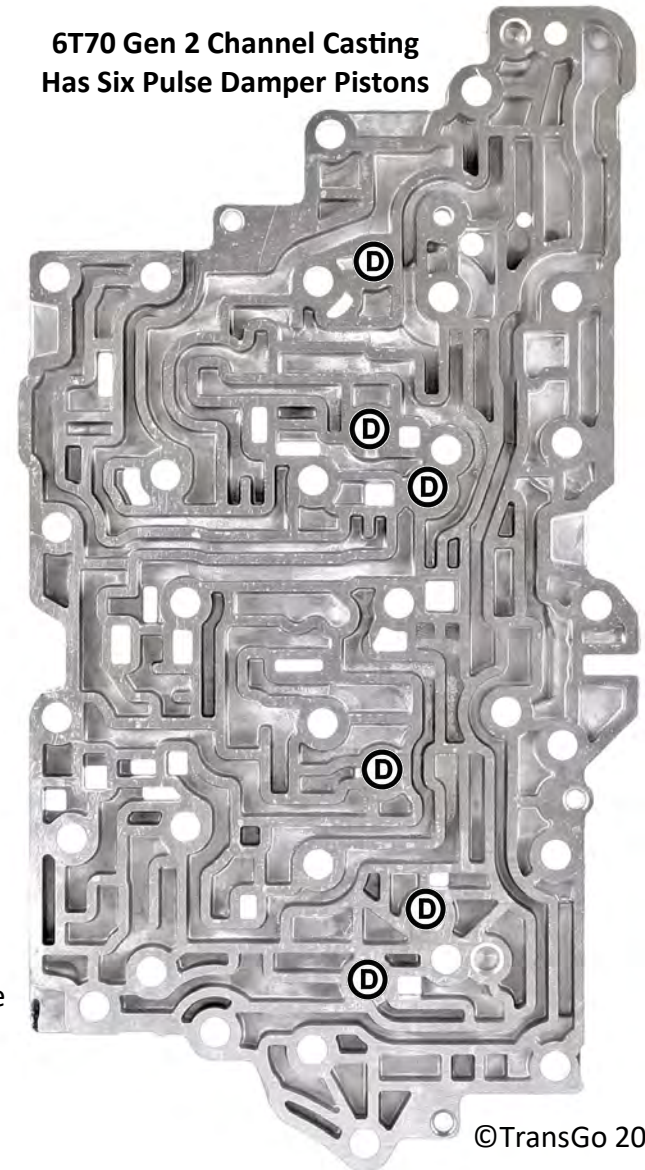
(D) = Pulse Damper Locations



**All Gen 1 & Gen 2 6T70's Install
Closed end of Piston into the
channel casting 1st then Spring.**

Even a little wiggle has a significant effect on solenoid pressure to the controlling clutch regulator valves. Flare shifts, harsh shifts or erratic shifts are a result of poor clutch control. A worn dampener must be corrected to provide a smooth solenoid signal to the clutch regulator it serves. The smoother the solenoid signal, the more consistent and cleaner the shifts will be.

**6T70 Gen 2 Channel Casting
Has Six Pulse Damper Pistons**





Jig Tool

Step 1. Install Threaded bushing into Jig tool on the side shown and tighten with pliers.

Tools shown on this page are not included in this kit.
Need tools? Order TransGo p/n **6T-PDP-TK**



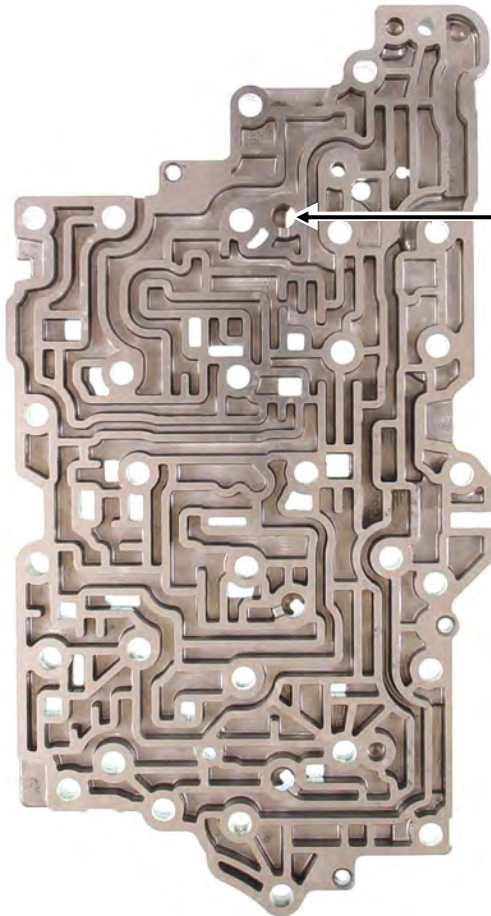
Bolts & Wing Nuts



Reamer



Alum Washers



Step 2. Install small end of lineup pin into the dampener hole to be reamed.



Lineup Pin

Step 3. Place jig with bushing over lineup pin and rotate jig until two bolt holes lineup in jig slots. **Always** use the thick aluminum washers **on both sides** to protect VB & Jig. Tighten down jig with supplied bolts, thick washers and & wing nuts. Remove lineup pin and its ready to ream.



Step 4. Use lots of WD-40 and **low speed** on your favorite portable drill and let the reamer do the cutting until it bottoms in the bore. Don't force the reamer! Bore finish & Reamer life require a slow inward movement and lots of WD 40. Keep an extra set of **6T70-PDP-OS** dampeners on hand. You'll need them for the next job!