

## SPT KITS



The contents of this kit include soft and possibly hard parts of OEM spec as well as some custom items. Under no circumstance is SPT liable for failure of a transmission using these parts based on any suggested or implied performance level. The kit contains most if not all the same components SPT uses in our own transmissions. It is the responsibility of the installer to ensure that all of the components are clean and correct before installation. Proper assembly always requires that the installer measure all tolerances for proper clearances. SPT assumes no liability for any errors made in component selection or installation.

SPT will accept unopened or unused returns at our discretion. There will be a 15% restocking fee on in stock items. Custom built or special ordered items are non-refundable. Shipping and handling fees are non-refundable.

Applications using SPT kits may still require miscellaneous build-specific items such as, but not limited to: selective snaprings for clutch drums, selective thrust washer for final endplay, steel clutch plates of different thicknesses.

Kits are convenient for rebuilding a transmission in relatively good condition where hard parts (drums, bearings, shafts) are reusable or recondition-able. SPT makes no assumption that any hard parts are in need of replacement (without prior knowledge of internal condition) at the sale of the kit. Should you find a hard part within the transmission that needs special attention due to breakage or failure please use your best judgment on what to do or who to contact for help. SPT is always available to guide you through situations like this. Feel free to contact us.

Prior knowledge, experience, and research of your transmission is **STRONGLY** suggested. SPT is not responsible for education or step-by-step instructions on rebuild practices. SPT will however be happy to assist you in your rebuild by answering specific questions should any arise.

Some kits contain custom parts or pre-modified parts from SPT. These have identical form/fit/function of the OEM parts however are considered an upgrade to meet specific requirements requested by the purchaser. These items may include but are not limited to: clutch pressure plates, clutch steels, clutch frictions, drum pistons, springs, or seals.

### Custom Kit Items Notes\*

#### 1) AOD/E/4R70W 7+ Stamped Steel Direct Drum or 300M HI Perf Drum (*Kit may include*)

##### a) Steels/Frictions

7 OEM steels and 7 thinner than stock frictions. Other components to aid assembly include 2 additional steels (one thinner + one thicker) when if used (by themselves or combined as on stack) should be placed as the bottom most steel(s) closest to the piston. Different thickness frictions are also available should they be needed however they must be same manufacturer and composition.

##### b) Piston Assembly

1 custom piston to aid in the assembly of a 7+ direct drum that provides more clearance for clutches

##### c) Pressure Plate

1 custom pressure plate to aid in the assembly of a 7+ direct drum that provides more clearance for clutches

#### 2) AOD/E/4R70W 6+ Stamped Steel Forward Drum (*Kit may include*)

##### a) Steels/Frictions

Wave plate delete to add 6<sup>th</sup> friction

#### 3) Hard parts – 300M Material or OEM (*Kit may include*)

##### a) Drums are all form/fit/function at this time

b) Bearings require special knowledge if swapping to a different drum other than current – possibly supplied

c) \*\*

\*\*unfinished document, if questions arise, please contact Dan, 816-365-6215