

HIGH REV



NoYoYo® HIGH REV PUMP KIT 700 & 200 4R

WITH UNBREAKABLE HARDENED STEEL RINGS

This kit is for engines that rev over 5500 RPM

A less expensive kit is available for engines that rev less than 5500 RPM.

We know the sick feeling in the gut and the pain in the brain when a job comes back with broken rings. Most times it takes the trans and converter along with the pump. **AND**, the customer is positive, it's all your fault.

Rings in this kit are **not** cast iron or compressed metal. They're **not brittle**. They are tough **HARDENED** steel. Because they are slightly larger and **STIFFER**, pump efficiency is increased. You will notice higher pressure at hot idle.

The kit also includes a priming spring that corrects the high rev pressure drop that occurs above 5500 RPM. You may have noticed that max throttle upshifts on high revving models gets soft. This kit corrects high rev pressure drop.

Complaint of pressure regulator buzz or moan, especially hot, is greatly reduced. This kit plus the parts and tech in System Correction and Calibration Kit (SK 700®), will correct the PR valve and pump noise nearly everytime. The spring rate along with the SK 700® stuff, intentionally puts slide bounce out of sync with PR valve quiver.

INSTALLING SPRING

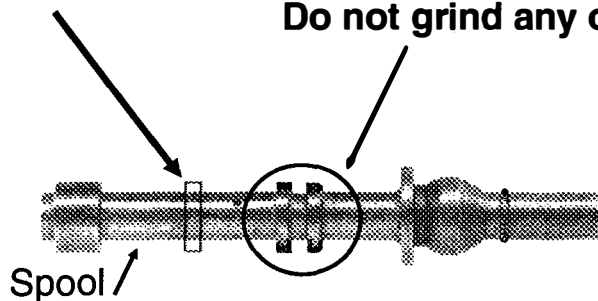
1. Place the spring in a vise and squeeze it to coil bind. This will pre-set it so that it will not get weaker during useage.
2. Then open the vise until the length of the spring is about 1 7/16" and tap it over to the side of the vise jaws, until about 3/16" is sticking out.
3. With the slide installed in the pump, place the spring pocket over the spring and against the vise. While holding the pump firmly against the vise, whack the spring into the pump with a hammer handle.

PRESSURE REGULATOR VALVE

Optional valve changes for smoother regulation & longer converter life.

Grind the #2 land flush with spool **ALL THE WAY AROUND**. Perfectly flush is not fussy.

Do not grind any other lands



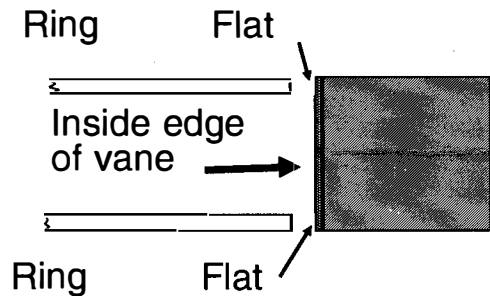
(OVER)

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INSTALLATION WITH USED PUMP OR USED VANES

With used vanes you will notice two break in flats on the inside edge of the vanes where the rings ride. When assembling the pump be sure to install the vanes with the break-in flats against the new rings. If you don't the rotor may not turn freely.



INSTALLATION WITH NEW VANES, NEW PUMP, or NEW ROTOR KIT.

Install the rings furnished. If rotor does not turn freely remove vanes one at a time and run the inside edge about 5 times back and forth on emery cloth to make a break-in flat. Install the break-in flat against the rings. About a dozen back and forths on a cement floor also does a nice job

Hold vane straight up and down and slide back and forth.

