

(I-00205)



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FORD EXCHANGE ACCUMULATOR BODY

1999 – 2002 4R100

1989 – 1997 E40D

Part # 1060442 2wd

1060444 4wd

Installation Manual

(Manual Part# I1060442)



Quicker Shifts - Less Heat - Reduced wear on Clutches

- **Accumulator Body** lapped to ensure the sealing surface is flat.
- **Re-Sized Switch Valve Bores** prevents valves from sticking, which has become a common complaint.
- **Steel Line Mod Valve with O Ring** replaces stock Aluminum Valve
- **Valve Size Increased** which provides faster oil delivery to the Clutch Plates
- **Increased Accumulator Springs** from one to three, with different rate and length to provide firmer shifts under load with NO harsh shifts at low speed.

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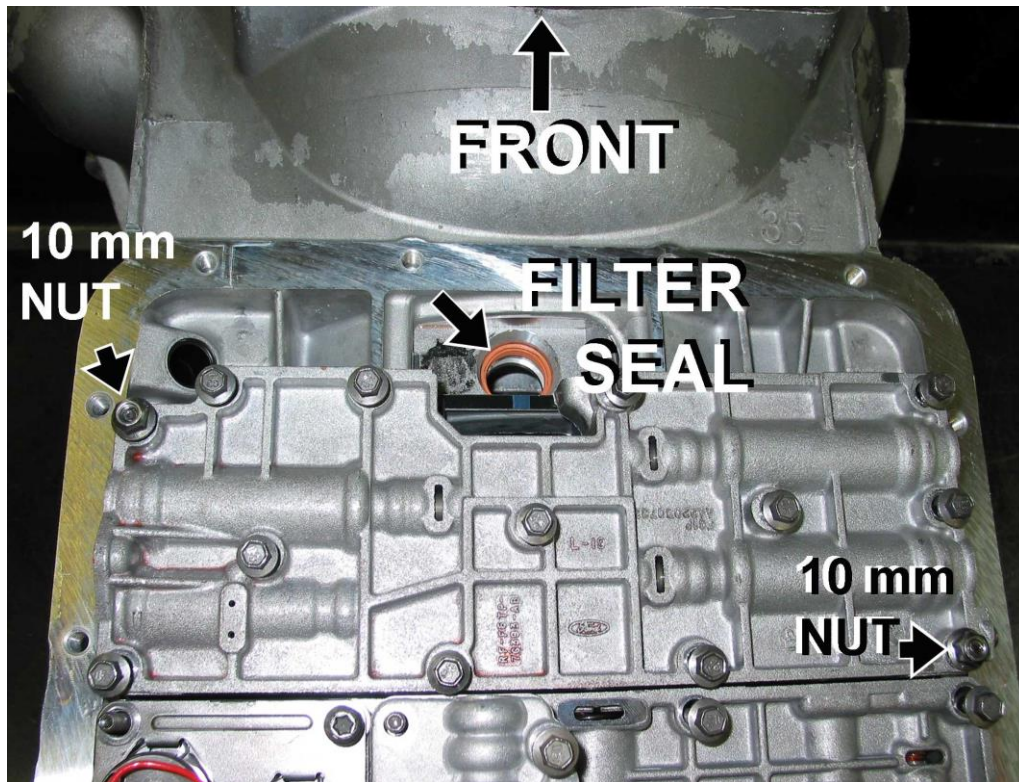
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Kit Contents:

- 1 – 1600037 Accumulator Body
- 2 – 1600038 Shim 0.100
- 2 – 1600039 Shim 0.200
- 1 – 37170X Pan Gasket
- 1 – 37600 Filter (1060442 2wd kit only)
- 1 – 37601 Filter (1060444 4wd kit only)

INSTALLATION INSTRUCTIONS

- 1) Remove Transmission Dip Stick
- 2) Raise the Vehicle on a Hoist
- 3) Drain Transmission (If equipped with a Drain Plug) and remove Transmission Pan
- 4) Remove Transmission Filter, pull down gently and twist to remove from the Transmission.



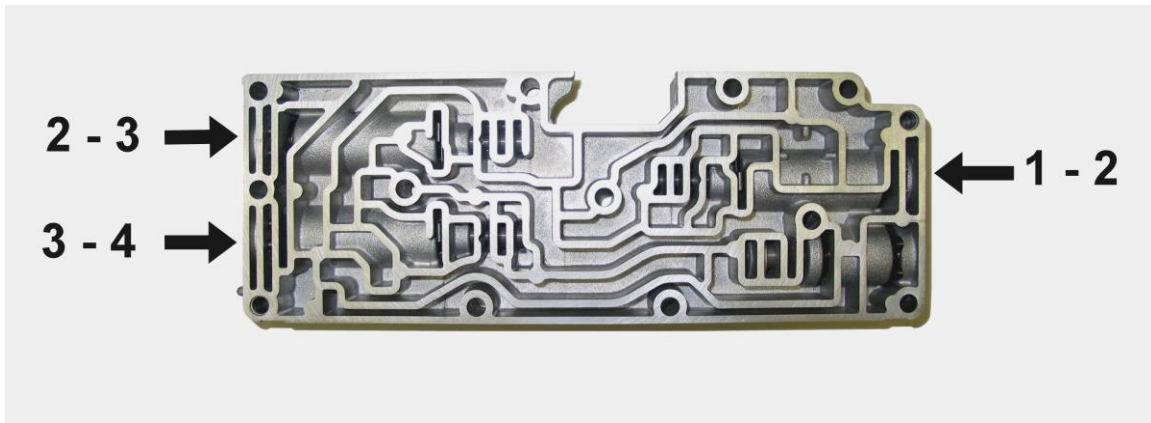
- 5) Remove Filter Seal from Bore in Pump
- 6) Remove 2-10 mm nuts & 11-8mm bolts holding the Accumulator Body and remove Accumulator Body carefully.
CAUTION: If there is damage to the gasket, you will have to replace the entire valve body gasket.
- 7) Install BD Exchange Accumulator Body and tighten 11-bolts and 2-nuts to 10 ft. lbs.
- 8) Install new Filter (with new seal), Pan & Drain Plug (if equipped) and torque Transmission Pan bolts to 10–12 ft. lbs.
- 9) Re-fill the Transmission with Mercron III on 1989-1997 E4OD Models or BD Engine Brake Inc.
1-800-887-5030 | <https://www.bddiesel.com>

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Mercron V on 1997- 2002 4R100 Models through dipstick tube and insert dipstick.

FIRMER / SOFTER SHIFTING ADJUSTMENTS

The Accumulator Body can be adjusted to give firmer or softer shifts for any of the shifts (1-2, 2-3, 3-4). To do this, the Accumulator Body will have to be removed from the transmission and shims added or springs taken out of the appropriate accumulator port for the desired shift you wish to change. Each time you remove the Accumulator Body, care must be taken not to damage the gasket under the body, filter seal removed and a new filter (with new seal) & pan gasket be used.



Firmer Shifts

- Remove Clip and Plug from Accumulator to be changed
- Install 0.100 Shim (Slightly Firmer Shifts)
- Install 0.200 Shim (Firmer Shifts)



Softer Shifts

- Remove Shortest Spring for Softer Shifts on 1-2 or 3-4 Shifts

These adjustments are based upon the configuration of the Accumulator Body as it was shipped. Make note of any shims added to or springs removed from each accumulator for any future adjustments or technical support.

BD Engine Brake Inc.
800-887-5030 / 604-853-6096
Fax: 604-853-8749

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<http://www.transmissionperformance.com/>



General Policy

All core returns must be,

- like for like, no mixed models
- drained of all fluids (\$50 Charge)
- be returned in the original packaging
- Part Disassembled
- No junkyard cores (core must have been removed from vehicle)
- No fire damage
- Free of excessive Rust or Water Damage

Returned cores that fail to follow the above conditions will be disallowed and scrapped or returned at the customer's expense. Freight and removal damage are not covered. BD Diesel reserves the right to adjudicate cores as it sees fit and may deviate from its policy.

BD FUEL INJECTION CORE ACCEPTANCE POLICY

Model	Deduction	No Credit
P7100 Injection Pump	<ul style="list-style-type: none"> • AFC Housing Damaged (25% Deduction) • Governor Housing Damaged Front or Back (25% Deduction) 	<ul style="list-style-type: none"> • Contaminated/Bio Diesel • Damaged Camshaft on 911/913 pumps. • Main Body Damaged
Bosch VE Pump	<ul style="list-style-type: none"> • AFC Housing Damaged (25% Deduction) • Cold Advanced Housing Damaged (50% Deduction) • Governor housing damaged front or back (25% deduction) • Main Body Damaged (50% Deduction) 	<ul style="list-style-type: none"> • Contaminated/Bio Diesel • Seized Head (Does not turn)
CP3		<ul style="list-style-type: none"> • Contaminated/Bio Diesel • Seized (Does not turn) • Catastrophic Shaft Failure (Frost Plugs Damaged or Missing) • Front Cover Damaged
VP44	<ul style="list-style-type: none"> • Damaged Electronics (50% Deduction) 	<ul style="list-style-type: none"> • Contaminated/Bio Diesel • Seized Head (Does not turn)
Common Rail Injectors	<ul style="list-style-type: none"> • Solenoid melted or destroyed, stretched terminals (25% Deduction) • 5.9/6.7 Broken Solenoid Terminal Divider (No Deduction) 	<ul style="list-style-type: none"> • Contaminated/Bio Diesel • Damaged Body
Mechanical Injectors		<ul style="list-style-type: none"> • Contaminated/Bio Diesel • Damaged Body

BD TURBOCHARGER CORE ACCEPTANCE POLICY

Turbo Model/ Application	Deduction	No Credit
Cummins ISX VGT Air or Electronic Actuated	<ul style="list-style-type: none"> • Damaged Electronics (50% Deduction) • Missing Clamps (25% Deduction) • Missing Parts or Actuators (50% Deduction) • Turbine Wheel Separation (50% Deduction) 	<ul style="list-style-type: none"> • Knock Off Models (Not Genuine) • Part Disassembled
Caterpillar (Ball Bearing) Models		<ul style="list-style-type: none"> • Knock Off Models (Not Genuine) • Wheel Separation
Caterpillar (Standard Turbocharger) 704604-9007, 704604-9011		<ul style="list-style-type: none"> • Knock Off Models (Not Genuine) • Turbo with 3 support Webs

Detroit Diesel VGT	<ul style="list-style-type: none"> • Damaged Electronics (50% Deduction) 	<ul style="list-style-type: none"> • Knock Off Models (Not Genuine) • Wheel Separation
Ford 6.4 Powerstroke	<ul style="list-style-type: none"> • Missing Parts or Actuators (50% Deduction) 	<ul style="list-style-type: none"> • Knock Off Models (Not Genuine) • Part disassembled • Wheel Separation
Ford 6.7 Powerstroke	<ul style="list-style-type: none"> • Missing Parts or Actuators (50% Deduction) 	<ul style="list-style-type: none"> • Wheel Separation
GM 6.6 L5P	<ul style="list-style-type: none"> • L5D Version (due to incorrect compressor cover) (25% Deduction) • Missing Parts or Actuators (50% Deduction) 	<ul style="list-style-type: none"> • Knock Off Models (Not Genuine) • Wheel Separation
Dodge Cummins 6.7 HE351VG/HE300VG	<ul style="list-style-type: none"> • Missing Parts or Actuators (50% Deduction) 	<ul style="list-style-type: none"> • Knock Off Models (Not Genuine)
Standard Turbochargers (All Models, Non VGT)	<ul style="list-style-type: none"> • Damaged Electronics (50% Deduction) • Missing Clamps (25% Deduction) • Missing Parts or Actuators (50% Deduction) 	<ul style="list-style-type: none"> • Knock Off Models (Not Genuine) • Wheel Separation

The above criteria apply to customer core returns. The following criteria will apply for core purchases.

Deduction	No Credit
<ul style="list-style-type: none"> • Cracked or Damaged due to freight • Damaged Electronics • Missing Parts or Actuators • Heavily Damaged Wheels and/or Shaft • Missing Clamps • Turbine Wheel Separation • Heavily Modified Turbochargers 	<ul style="list-style-type: none"> • Knock Off Models (Not Genuine)

BD TRANSMISSION/TORQUE CONVERTOR CORE ACCEPTANCE POLICY

Model	Deduction	No Credit
Transmissions	<ul style="list-style-type: none"> • Cracked Overdrive housings (\$100 Deduction) • 68rfe Cracked Case (25% Deduction) • Part disassembled (50% Deduction) • Missing Transmission Shipping Crate (\$200 Deduction) • Missing TC/Transmission bracket (\$50 Deduction) 	<ul style="list-style-type: none"> • Cracked Case (Except 68rfe)
Torque Convertors	<ul style="list-style-type: none"> • Hub and Impeller damaged. (50% Deduction) 	<ul style="list-style-type: none"> • Excessive corrosion • Part disassembled
Valve Bodies	<ul style="list-style-type: none"> • Missing electronics (25% Deduction) 	<ul style="list-style-type: none"> • Excessive corrosion • Part disassembled

GENERAL CORE ACCEPTANCE POLICY

Model	Deduction	No Credit
EGR Cooler		<ul style="list-style-type: none"> • Brackets broken

Please note that all cores have a time eligibility restriction. Please see BD Terms & Conditions for further details. https://cdn.bddiesel.com/downloads/bd_terms_general.pdf