

TCRA

Torque Converter Rebuilders Association

The following Honda TSB is provided to the Honda Service technicians at the dealer in regards to O-ring updates

Honda TSB: Torque converter O-ring update

A/T DTC P0740, P0741

Repair Tips:

Another Look APPLIES TO: All Models

- If there is no S/B posted on ISIS for the vehicle you're working on, go to the DTC P0740 or P0741 troubleshooting procedure in the Automatic Transmission section of the appropriate S/M or under DTC Troubleshooting in ISIS. If the procedure recommends replacing the A/T, make sure you have a reman A/T on hand. Remove the original A/T, and look at the condition of the torque converter O-ring. Then follow these tips to ensure a lasting repair.
- Missing or cut O-ring . If the O-ring is missing or cut, the ATF can leak internally, causing DTC P0740 or P0741 to set. Replace the O-ring, and reuse the original A/T. Make sure the problem has been fixed by connecting the HDS and test-driving the vehicle using the previous DTC P0740 or P0741 freeze data

parameters (match the TPS and VSS values for at least 25 seconds). If the DTC comes back, install the reman A/T. If the DTC doesn't come back, return the reman A/T to the reman center.

- Flattened or deformed O-ring . If the O-ring is flattened or deformed, replace the A/T. The O-ring can get damaged if the ATF pump seizes up and overheats. Make sure the problem has been fixed by connecting the HDS and test-driving the vehicle using the previous DTC P0740 or P0741 freeze data parameters (match the TPS and VSS values for at least 25 seconds).
- O-ring is OK . If the O-ring is round and in good condition, the most likely cause for DTC P0740 or P0741 to set is the A/T, the torque converter, or

Model	S/B	Repair
'96-'97 Accord L4	98-040	Replace PCM or A/T
'98 Odyssey	98-053	Replace PCM or torque converter
'98-'99 Prelude	00-033	Replace TCM, and flush A/T
'01 Civic	01-049	Replace torque converter

SERVICE TIP: If you're doing a repair for DTC P0740 or P0741 (lock-up control system) on any Honda models with A/T, except Passport, refer to this table first.

both. Install the reman A/T. Make sure the problem has been fixed by connecting the HDS and test-driving the vehicle using the previous DTC P0740 or P0741 freeze data parameters (match the TPS and VSS values for 25 seconds). Before you install the reman A/T, make sure the O-ring on the torque converter is properly installed.

TCRA introduces monthly article contest

We are encouraging member participation, and we'd like to see more ideas for stories, tech tips and organization updates from our readers. In most instances, the newsletter is compiled in hopes of fulfilling a need to those who receive it; however, minimal member participation in the articles covered and reported on leave us unknowing if we are fulfilling each member's personal interest.

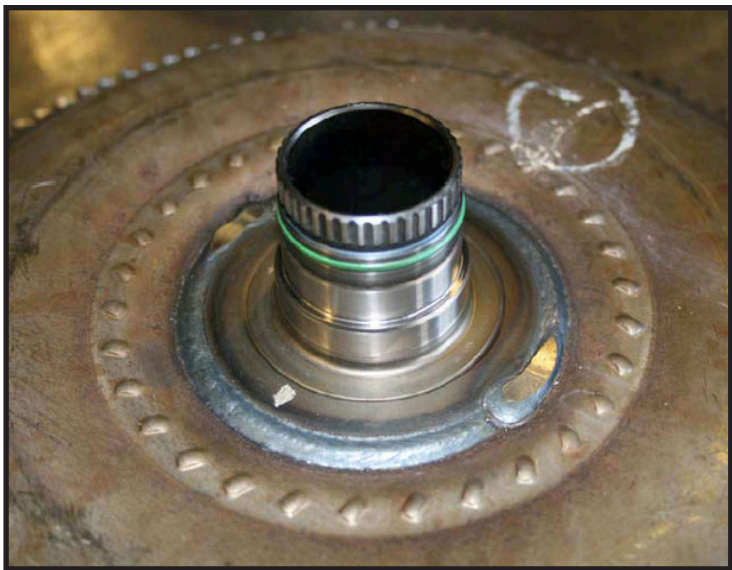
In hopes of seeing an increased membership participation, we are starting a monthly article submission contest for members of the TCRA. Each month articles will be reviewed and a winner will be chosen and posted in the newsletter and on our web site. Each monthly winner will win a coveted TCRA T-shirt. At the end of a twelve-month cycle, a winner will be determined from the past months' winners, and that member will be rewarded with an additional prize yet to be determined by the board.

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Tech Tip: Honda clutch failure

By now, many shops have seen problems with the late-model Honda converter clutch failures. There are several causes for these failures but one sure way to make sure it doesn't come back is to make sure that

your customer uses Honda fluid and the Updated Green O-ring from Honda with part number 91302PGK003. See Honda TSB above.



According to our sources This new updated Green O-ring is .110" larger in diameter . The original Black O-ring is 1.440 and the green o-ring is 1.550. There are several different drive hubs with 36, 38, and 39 teeth. The OD of the hub for these drive hubs range from 1.520 to 1.575. So this part # will actually fit most Hondas and can be used in many applications.

Try this combination the next time this failure occurs. You should find it to be a winning combination.

Joe Rivera
Pro-Torque

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Shaw Automotive & Core



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2009 TCRA Annual Seminar

Join us in June 2009 in
Cookeville, Tennessee and
tour Dacco, 2009 seminar host!

We are already busy compiling our
list of speakers and topics. Let us
know if you have suggestions for
what you'd like to see next year.

Items For Sale



For Sale:
Toyota code 43A080 appear on the converter
\$20 per piece
Contact Robert Shaw of
Shaw Automotive & Core Supply

(706) 216-6569

September in Review... what's **HOT** online?

We are set to bring you what you may
be missing if you are not part of our on-
line email forum.

Every month members are able to
communicate to one another by email-
ing questions and problems to an open
forum, and in return receive helpful,
knowledge responses from members.

Members share questions on unique
converters, confusing rebuilds, and also
resolutions and quick fixes to everyday
problems.

Joining is easy! Simply visit our web
site, www.tcraonline.com, and select
the link to join the email forum. It only
takes a few moments to be linked to the
newest converter updates and resolu-
tions!

online question:

**WHAT WOULD BE THE RESULT OF MACHINING THE STA-
TOR BLADES OFF THE IMPELLER SIDE OF THE STATOR?
WOULD THERE BE ANY ADVERSE SIDE EFFECTS?**

answer:

In hopes of lowering the stall of the converter,
machining down the impeller or primary pump
side of the stator would open the window-area
of the stator and lower the stall; however, this
can be a significant trial and error procedure.
Another troubling side effect: cutting torque
multiplication. Lowering this limits the amount
of power, and it could make the vehicle feel slug-
gish at takeoff.

Another suggestion, bend the blade closest to
the inner diameter toward the stator. This will
decrease the impeller to turbine clearance.

online question:

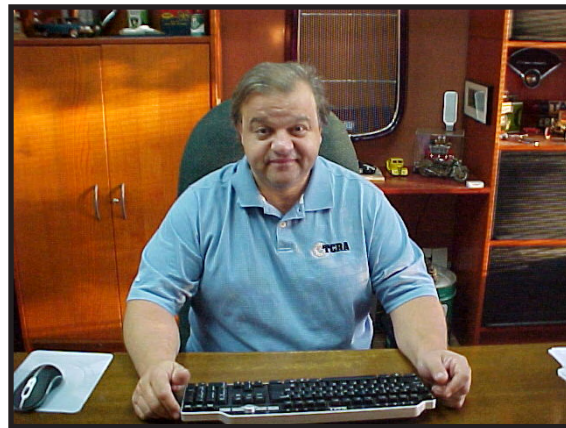
**HOW WOULD I GO ABOUT CORRECTING A CRACKED
HUB FOR A CONVERTER FROM A JCB FORKLIFT USING
A PS 750 5-SPEED POWERSHIFT TRANSMISSION?**

answer:

Easy fix: Purchase a replacement unit from Son-
nax. If you're not interested in buying a replace-
ment, or simply cannot sacrifice the time, you
can machine the weld off and reweld the TC with
a better weld and drop a bead of weld on the
inside of the machined flat. Just don't use a hot
weld in fear of distorting the weld.

TCRA introduces monthly article contest continued

For this monthly contest to be successful
we need participation. We are looking for
all areas of rebuilding, short stories, long
stories, photographs...there's not a long list
of criteria to meet. If you have a quick fix
to a problematic converter or would like to
share a rebuilding technique, send it to the
TCRA email at tcranewsletter@comcast.net.
We are excited to report on new ideas and
give credit to those who work daily on bet-
tering their techniques and practices. We'd
love to be an organization of best practices,
and create a forum to share those with the
people and businesses who matter to our
organization. Submit your ideas today!!



TCRA's first contest winner, Peter Cifuentes, proudly wears
his new TCRA T-shirt, compliments of the TCRA for correctly
answering a tech question posted in the newsletter. Look in
next month's edition for another winner!



Questions or comments? Contact
the TCRA newsletter by e-mail
at tcranewsletter@comcast.net
visit the web www.tcraonline.com
or contact Dennis Sneath,
board member and newsletter
committee team lead.

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reduction by setting up automatic
credit card payments.