

CENTRANZ

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All Frictions and Steels are replaced throughout the entire transmission

New Complete Seal and Gasket Kit installed

All Ball Bearings are replaced

Freshly painted, crated and ready for shipment

All Clutch Packs have Quick-Connect Volvo style fittings installed into the pressure ports (and left on for future diagnostic use) to test that all clutch packs are within factory specifications during the Dynamometer (Dyno) Test

New internal Suction Screen Filter installed

All PWM Solenoids, Pressure Monitors and Fluid Level Sensors are replaced with genuine OEM

New external Filter installed



All 8 of the Wear Bushings are replaced

All 4 Thrust Washers are replaced in the Range Section

Planetary Thrust Washers replaced as needed

Rebuilt Torque Converter is standard on all rebuilds

New higher volume Charging Pump is installed in every rebuild

All Speed Sensors are replaced with new OEM

All Springs for the Control Valve (Valve Body) are replaced per OEM instructions

ALL Transmissions are Dyno Tested and undergo a 5-Step Evaluation: 1) Check Pressures. 2) Check to ensure No Leaks. 3) Check to ensure No Excessive Noise. 4) Function of Solenoid Valves are Evaluated. 5) Function of ALL Sensors are Tested using the TEM-CO TestBox.

Common failure hard parts are improved and manufactured in-house, including: Main Shafts, Ring Gears, K1, K2 and K3 Backing Plates, Clutch Drums, K1 and K2 Clutch Bodies – Plus Many More.