

Pressure Calibration Kit

2011-2016 GM Allison 1000 Series 800HP+
(128041012)

Installation Guide



DISCLAIMER OF LIABILITY

Performance products can increase horsepower above and beyond factory specifications. Additional horsepower creates more stress on the drive-train components, which could result in drive-train failure.

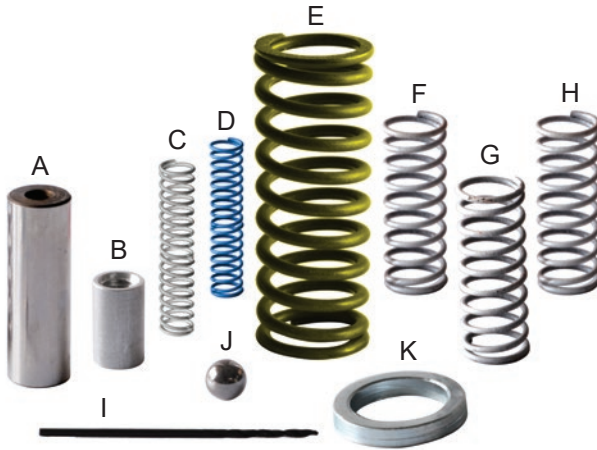
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Contents:



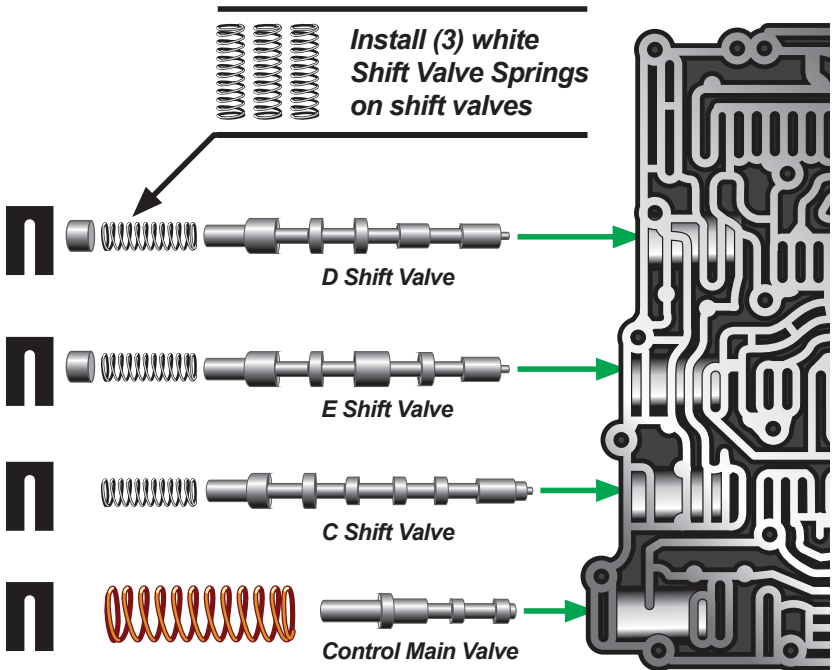
- A EPC Regulator Valve
- B Line Plug
- C Tan Spring (over 1000HP)
- D Blue Spring (under 1000HP)
- E Yellow Pressure Regulator Valve Spring
- F, G, H Shift Valve Springs
- I .047" Drill Bit
- J Steel Ball
- K Shim

Installation:

A sticking E Shift Valve can cause Code P1711 or P0872 to be displayed.

STEP 1

Shift Valve Body



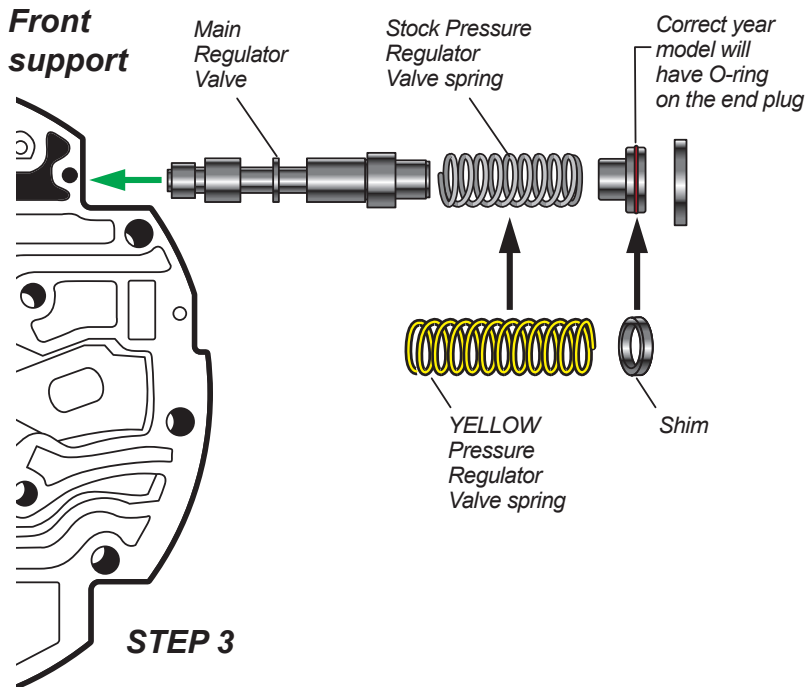
Install the three PPE white springs on to the D, E and C Shift Valves.

Bore cleaning:

Hacksaw slot in brake line tubing. Then insert a strip of 180 grit wet or dry sandpaper. Spin (by hand) inside the bore to remove high spots.

Check by freezing Shift Valve Body for one half-hour. If valves remain free the installation will perform properly in the truck.

STEP 2



STEP 3

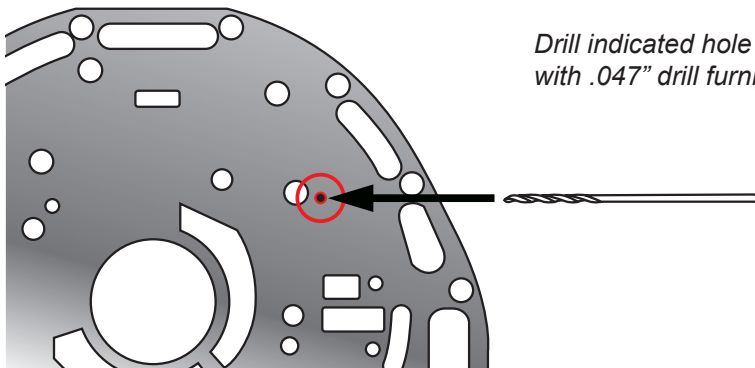
Install new YELLOW Pressure Regulator Valve spring.

Install silver shim if horsepower will exceed 800HP.

Spacer plate

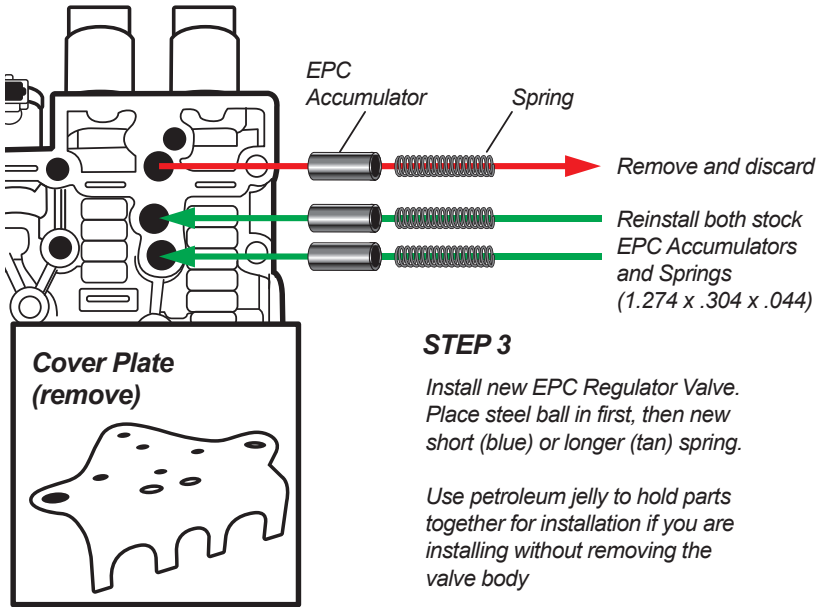
STEP 4

Drill indicated hole with .047" drill furnished.



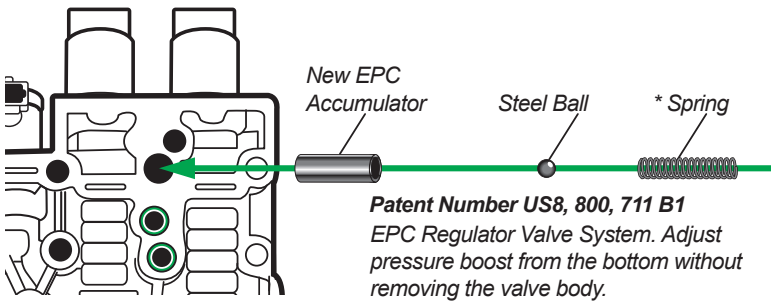
STEP 5

Main Valve Body | 2011 and later style



*** EPC Regulator Valve Assembly**

For street trucks under 1000HP, use **BLUE Spring**.
 For trailered race trucks over 1000HP, use longer **TAN Spring**.

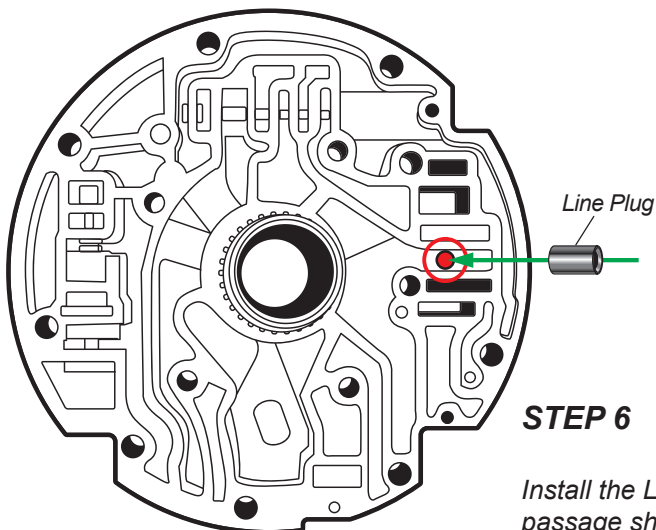
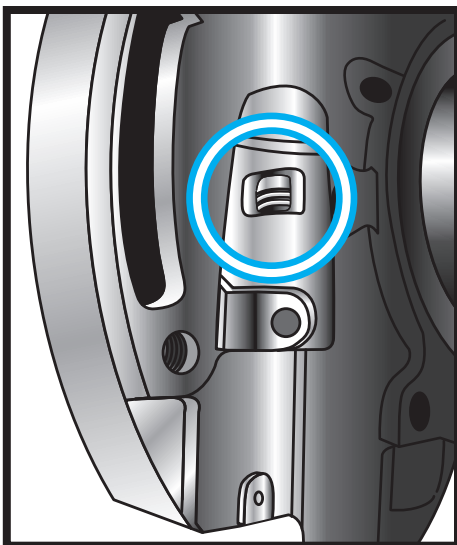


Pop-Off Valve

2011 and later models use a Pop-Off Valve. These are not serviceable and prone to leak due to metal contamination.

Always install the Line Plug into the stator support (as shown below).

The new EPC Regulator Valve in this kit provides the safety for over-pressurization without the risk of low-pressure that can happen with the factory Pop-Off Valve.



Install the Line Plug into the passage shown in the diagram.

Stake with a chisel at the top of the bore to keep the Line Plug from moving out of position.



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