

TransLab Engineered® from Superior CVT Valves and QUICK~Solutions™

No~Stick™ No~Ream™ No Kidding... just Drop~in and GO!™

STL011 Jatco/Nissan No~Stick™ CVT Pump Flow~Control™ Valve



The New STL011 “No~Stick”™ CVT Pump Flow~Control™ System valve kit for Jatco/Nissan CVT pumps from TransLab Engineered®. Our proprietary No~Stick™ design keeps the metal normally generated by CVT’s at bay and wont ruin your day by having to re-remove the CVT you just overhauled due to a stuck or jammed Pump Flow valve.

STL015 JF010E/REOF09A & REOF09B Pump Flow Control Valve



This new CVT offering in our NO~STICK™ / NO~REAM™ line of quality, Made in America Superior Transmission Products. The simplistic, Proprietary design which follows through our latest CVT line, stops sticking in its tracks and actually becomes a “Mini Trash Pump” capable of processing known, reoccurring contamination (metal and friction remnants) to pass thru the valve / bore without binding or sticking.

STL014 CVT Pressure Test Adapter Set



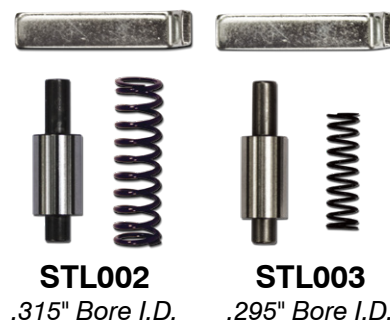
Our Heavy Duty STL014 adapters were designed to be used over and over, again and again ~ aiding your techs to quickly diagnose and repair CVT units. We recommend you have 2 gauges; one at 1000 PSI and one at 1500-2000 PSI Gauge hoses must be rated for extreme high pressures (3000 psi burst minimum!) Kit includes 2 sets of o-rings too.

STL-HOT Honda/Acura Shift Valve Tool



The Honda/Acura Part# STL-HOT tool is designed for use during rebuild or during in car diagnosis & repair. Air check valves after valve bodies & pump are torqued or in car for diagnosis & repair to determine cause of fault (vital for warranty/ comeback issues) typical test takes about 10 minutes. Includes typical shift valve chart to determine which valve is sticking.

STL002/STL003 RE5R05A Sure Cool Upgrade Kit



Superior’s Sure-Cool® Nissan RE5R01/5A Cooler Upgrade Kits work on cooler relief bores with .315” (STL002) or .295” (STL003) bore size and the kit limits cooler pressure to 70-75 PSI down from O.E. 105-115 PSI. Aids in preventing over pressurization that causes radiator cooler “blowout” which leads to glycol contamination & transmission destruction.

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THE SIMPLE SOLUTION



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