

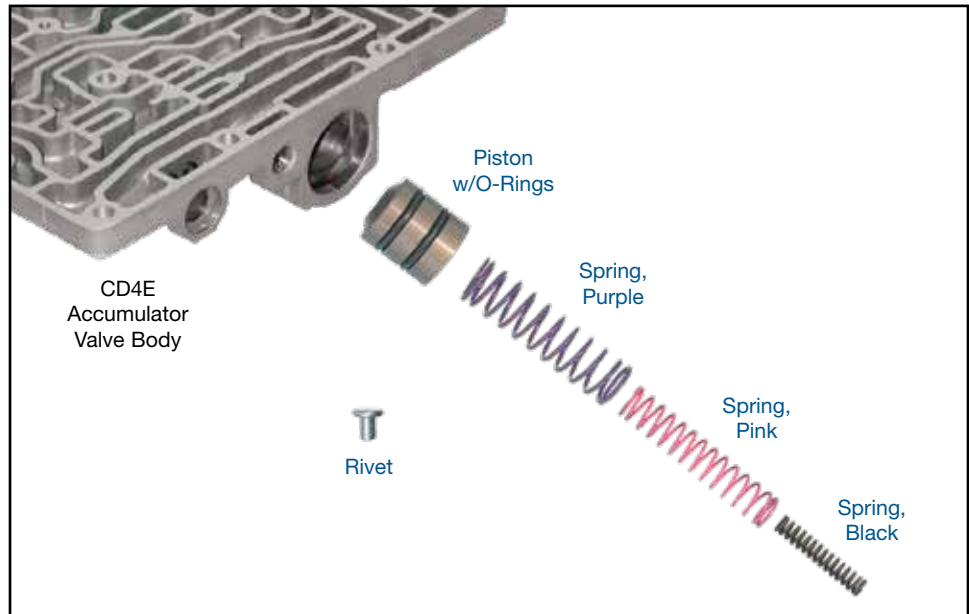
Low/Reverse Accumulator Piston Kit

Part No.

73840-LR

- Piston
- O-Rings (2) Viton®
- Spring Purple
- Spring Pink
- Spring Black
- Rivet 1/4" Large Head, Aluminum

Ford CD4E; Mazda LA4A-EL



1. Disassembly & Inspect for Wear

- a. Remove OE piston from bore to visually check for excessive wear and/or worn bore ridges.

NOTE: Often OE pistons seize in bore and cannot be pulled out or hydraulically pushed out due to out-of-round conditions. The most successful removal procedure for a stuck piston is to remove it from the opposite side.
- b. To remove a seized LR accumulator piston, drill through end wall, then drive out the seized piston mechanically (with a 1/4" or smaller punch) or hydraulically, via the 1/4" hole.
- c. Discard OE piston and spring, while keeping retaining clip for reuse.
- d. Remove any debris and clean bore.

2. Install Rivet (If using step 1b)

- a. Install Sonnax rivet into the hole drilled through the end wall of the valve body casting.
- b. Set a large diameter pin into a vise (1.00–1.20"). With Sonnax rivet in place, put the valve body over the pin. Peen the rivet head until tight and flush.

3. Installation & Assembly

- a. If bore is badly worn or has ridges, buff the bore with a fine emery cloth and then with Scotch-Brite® to remove any ridges.
- b. Install Sonnax O-rings into grooves on Sonnax piston and lubricate.
- c. Lubricate bore and install Sonnax piston and Sonnax purple and pink spring into the bore.
- d. Install OE retainer.

4. Final Testing

Vacuum testing at the port(s) indicated holds the recommended minimum 18 in-Hg.

