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 (3) white Shift Valve Springs on shift valves

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

Front support

Main Regulator Valve

Stock Pressure Regulator Valve spring

Correct year model will have O-ring on the end plug

YELLOW Pressure Regulator Valve spring

Shim

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

STEP 3
Install new EPC Regulator Valve. Place steel ball in first, then new short (blue) or longer (tan) spring.

Use petroleum jelly to hold parts together for installation if you are installing without removing the valve body.

*EPC Regulator Valve Assembly
For street trucks under 1000HP, use **BLUE Spring**.
For trailer race trucks over 1000HP, use longer **TAN Spring**.

Patent Number US8, 800, 711 B1
EPC Regulator Valve System. Adjust pressure boost from the bottom without removing the valve body.
**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.

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**STEP 6**

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.