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## **RE4R01A/3A VALVE BODY OPTIONS MARCH 2024**

|  |   |
|--|---|
| Stage I  | Suits Towing applications where Vehicles have had mild increases in Power or Load.  |
| Stage II   | Suits applications where Vehicles have had an in Power and Load. Sharp Shifting.  |
| Stage II Plus  | Suits High Power TD42 Diesels, LS & Barra Conversions and Mid Power ISB Engines.  |
| Stage III  | As Hard and Fast as we can make them whilst still being tuneable.   |
| Full Manual Forward<br>Electric 4 <sup>th</sup> Gear | P-R-N-3/4-2-1. 4 <sup>th</sup> Gear is Electric. Lock Up Torque Converter Function<br>Retains Standard Shifter.                             |
| Full Manual Forward<br>Manual 4 <sup>th</sup> Gear   | P-R-N-4-3-2-1. Lock Up Torque Converter Function  |
| Full Manual Reverse<br>Electric 4 <sup>th</sup> Gear | P-R-N-1-2-3/4. 4 <sup>th</sup> Gear is Electric. Lock Up Torque Converter Function<br>Retains Standard Shifter.                             |
| Full Manual Reverse<br>Manual 4 <sup>th</sup> Gear   | P-R-N-1-2-3-4. Lock Up Torque Converter Function  |
| Transbrake Forward<br>Electric 4 <sup>th</sup> Gear  | P-R-N-3/4-2-1/TB. 4 <sup>th</sup> Gear is Electric. No Lock Up Torque Converter Function<br>Reverse is Automatic. Retains Standard Shifter. |
| Transbrake Forward<br>Manual 4 <sup>th</sup> Gear    | P-R-N-4-3-2-1/TB. No Lock Up Torque Converter Function<br>Reverse is Automatic  |

Transbrake Reverse  
Electric 4<sup>th</sup> Gear

P-R-N-1/TB-2-3/4. 4<sup>th</sup> Gear is Electric. No Lock Up Torque Converter Function  
Reverse is Automatic. Retains Standard Shifter.

Transbrake Reverse  
Manual 4<sup>th</sup> Gear

P-R-N-1/TB-2-3-4. No Lock Up Torque Converter Function  
Reverse is Automatic

