

SK®6F35 Fits 2009-2013 All With Gen 1

2012 & 2013 can be Gen1 or Gen2 depending on model & engine. Don't cross mix parts.

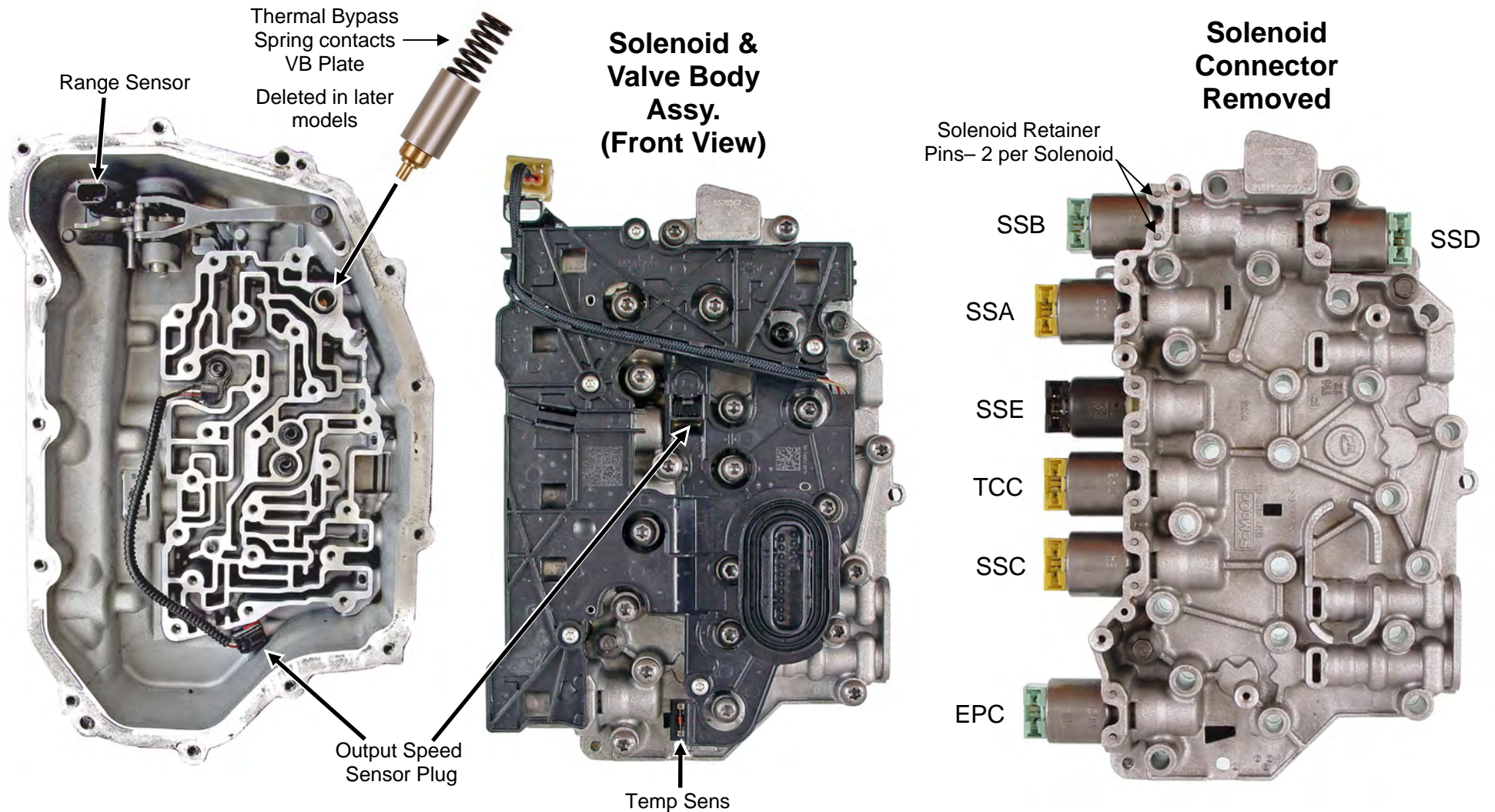
Corrects/Prevents/Reduces

2-3 Cut-loose, No Reverse, Ratio Codes, Fixes Solenoid AND TCC Regulator Valve Function

No Special Tools Required!

New Gen 1 Main Plate & Gaskets replaces original bonded plate damaged by check-balls.

(Ok to re-use original bonded Case plate if not damaged.)



Main Body Repairs

Step 1

Discard original Sol Pressure Reg parts and install **NEW** Bushing, Valve, Orange Spring, Spacer and Retainer provided.

New Retainer



Spacer



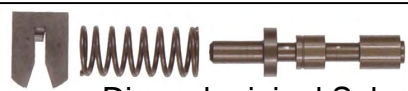
Orange



Valve



Bushing



Discard original Sol Pressure Reg Parts

New Scarf Ring

Original Retainer



Original Shift Slug



TCC Regulator



White



Discard old TCC Regulator Parts

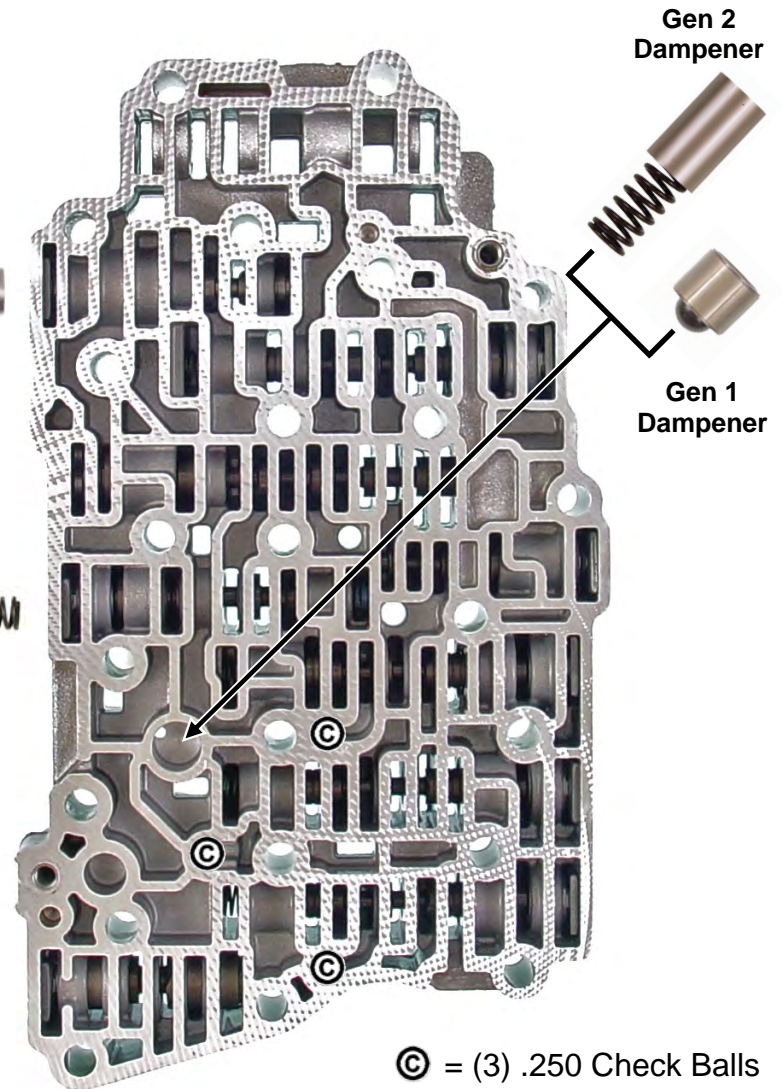
Step 2

Discard original TCC Regulator Valve and spring. Put a small dab of assembly gel into the groove of the new TCC Regulator valve and then **install the NEW scarf cut ring**.

Roll the small **o-ring provided** on top of the scarf cut ring and place it in the freezer for 15 minutes. This will "size" the ring into the groove.

To install the valve, roll the o-ring off the valve and save it. Insert **NEW White Spring** into the hollow end of valve and insert new valve and spring into the Reg bore. Be careful not to cut the new ring. It will go right in if the outer diameter of the ring is flush with the new valve.

Finish by installing the original Shift Slug, End Plug and Retainer. Once you install the valve and ring– **DO NOT REMOVE IT!**



© = (3) .250 Check Balls

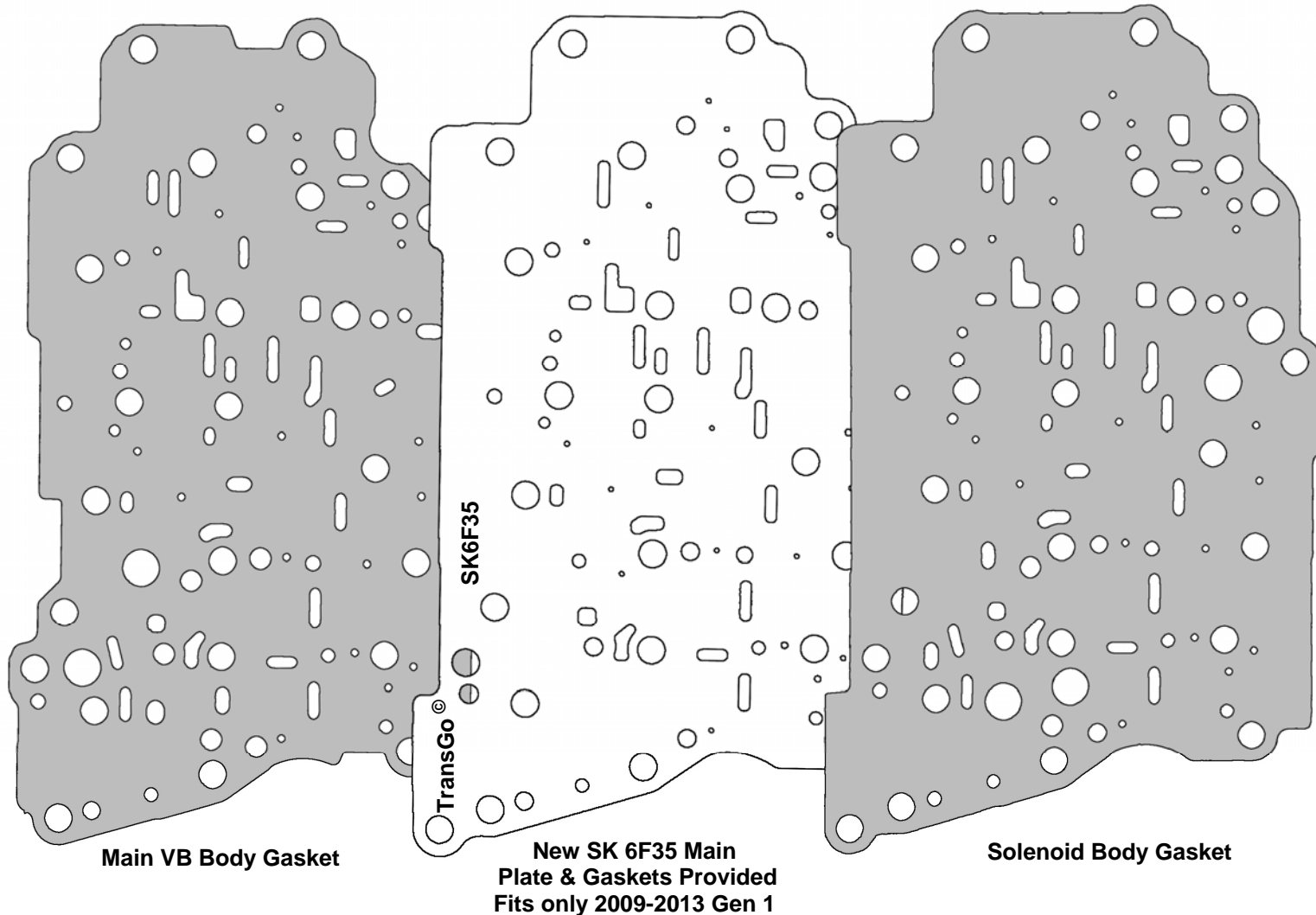
READ THIS: The SK®6F35 Main Plate & Gaskets fit **2009-2013 Gen 1 Models Only.**
Gen1 Models **do not** have **any** dampeners located in the Solenoid Body. **(See page 4)**
All Gen 2 Models: Re-use your original Gen 2 Main plate.

Step 1

The original 2009 –2013 Gen 1 **Main Plate** is usually damaged at the check ball locations. A **New Gen 1 Updated** Replacement plate and VB gaskets are provided.

Note: Updated plate is designed to work **WITH** this kit and is marked “**SK6F35**”

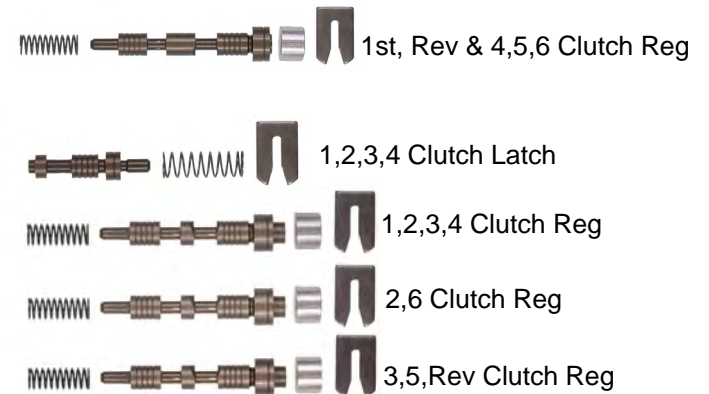
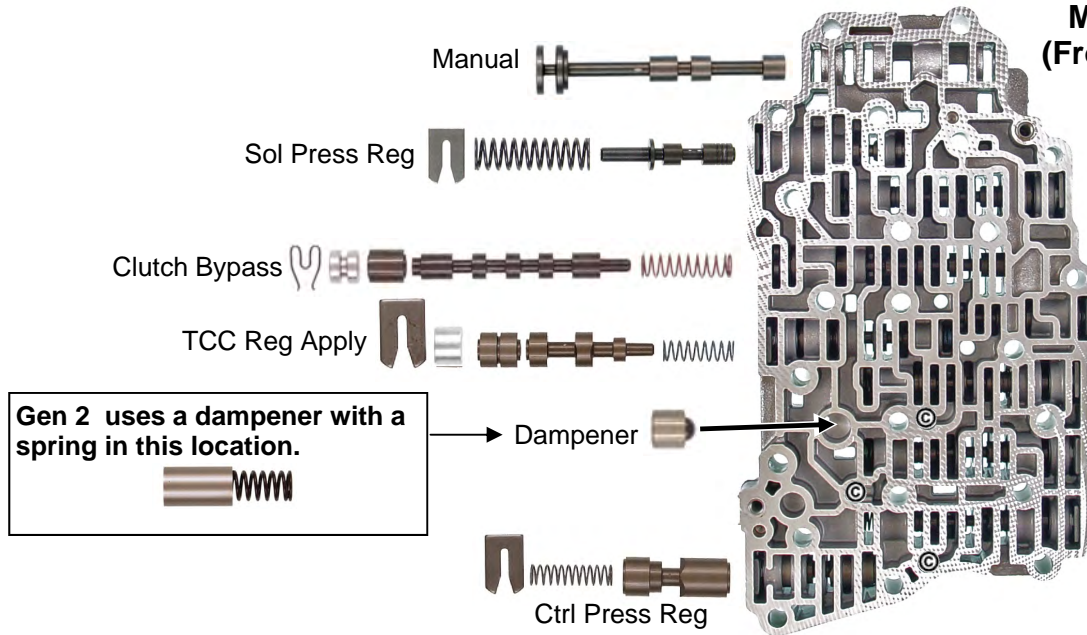
DO NOT ATTEMPT to use the *new Updated* plate on any 2009 to 2013 without installing the **entire kit.**



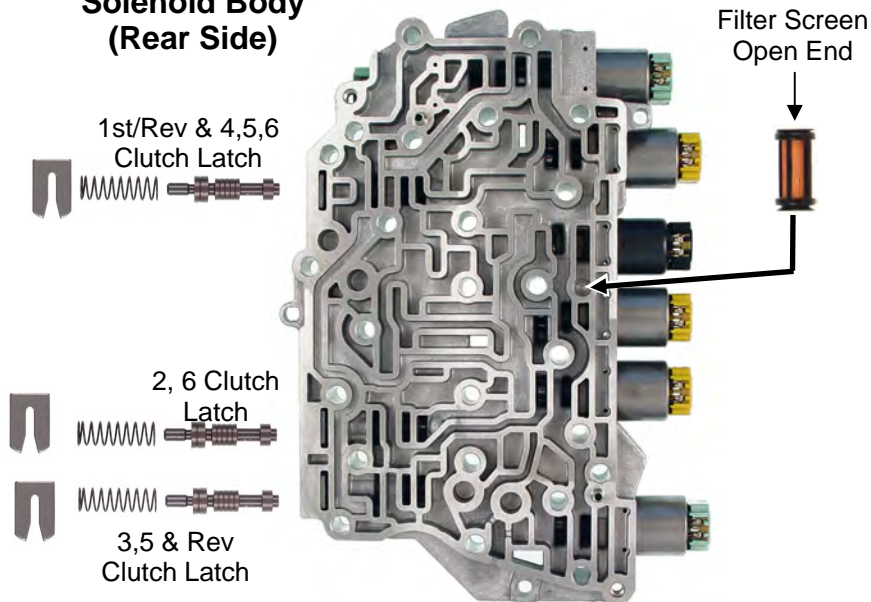
Additional Data

Gen 1 Main VB (Front Side)

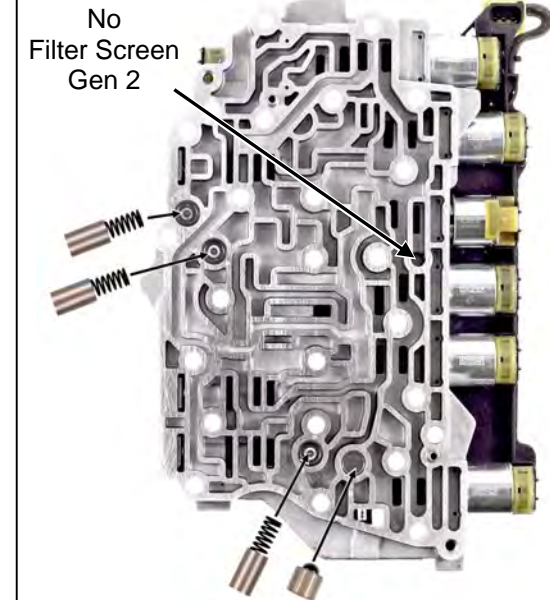
© = 3 .250 Check Balls



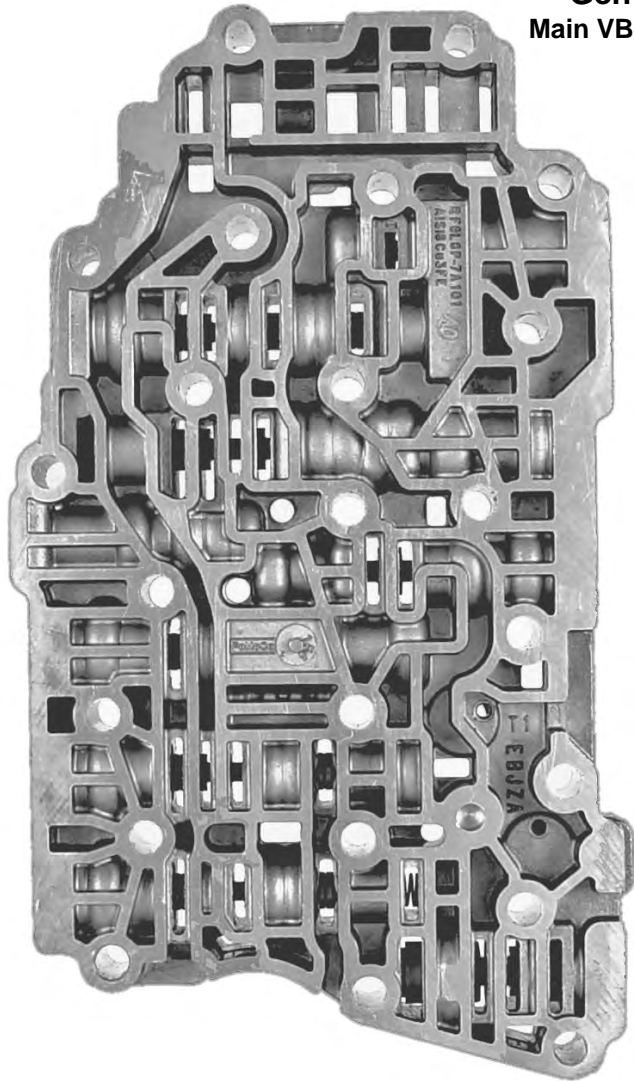
Gen 1 Solenoid Body (Rear Side)



Gen 2 Solenoid Body with four Dampeners in

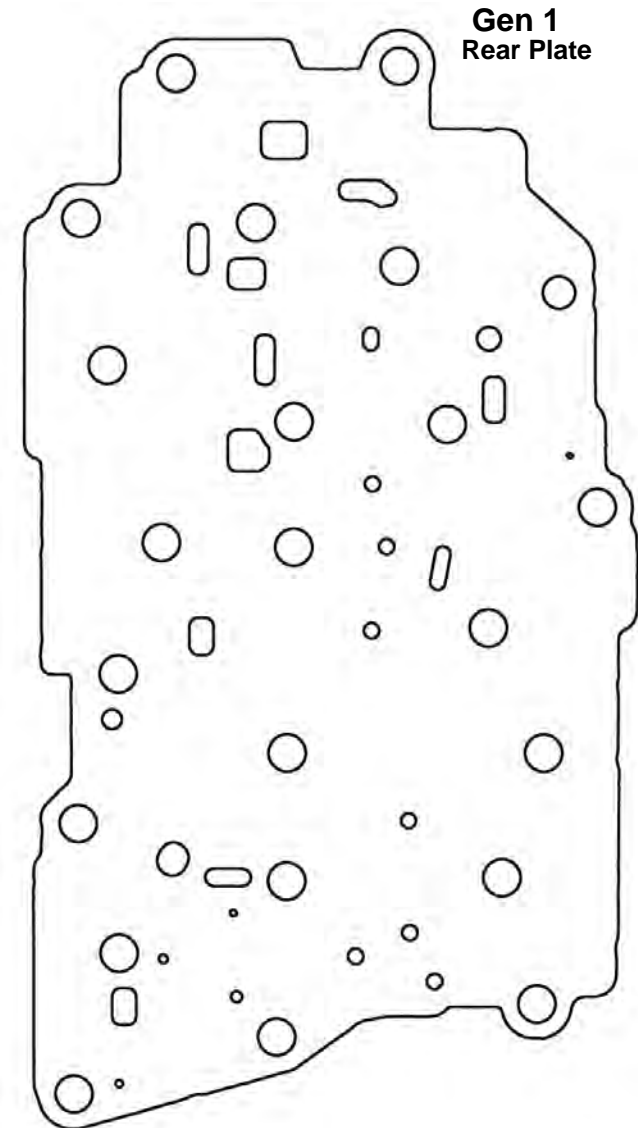


Additional Data



**Gen 1
Main VB (Rear Side)**

Gaskets are bonded to the rear plate from the factory. Re-use the plate if it's not damaged.

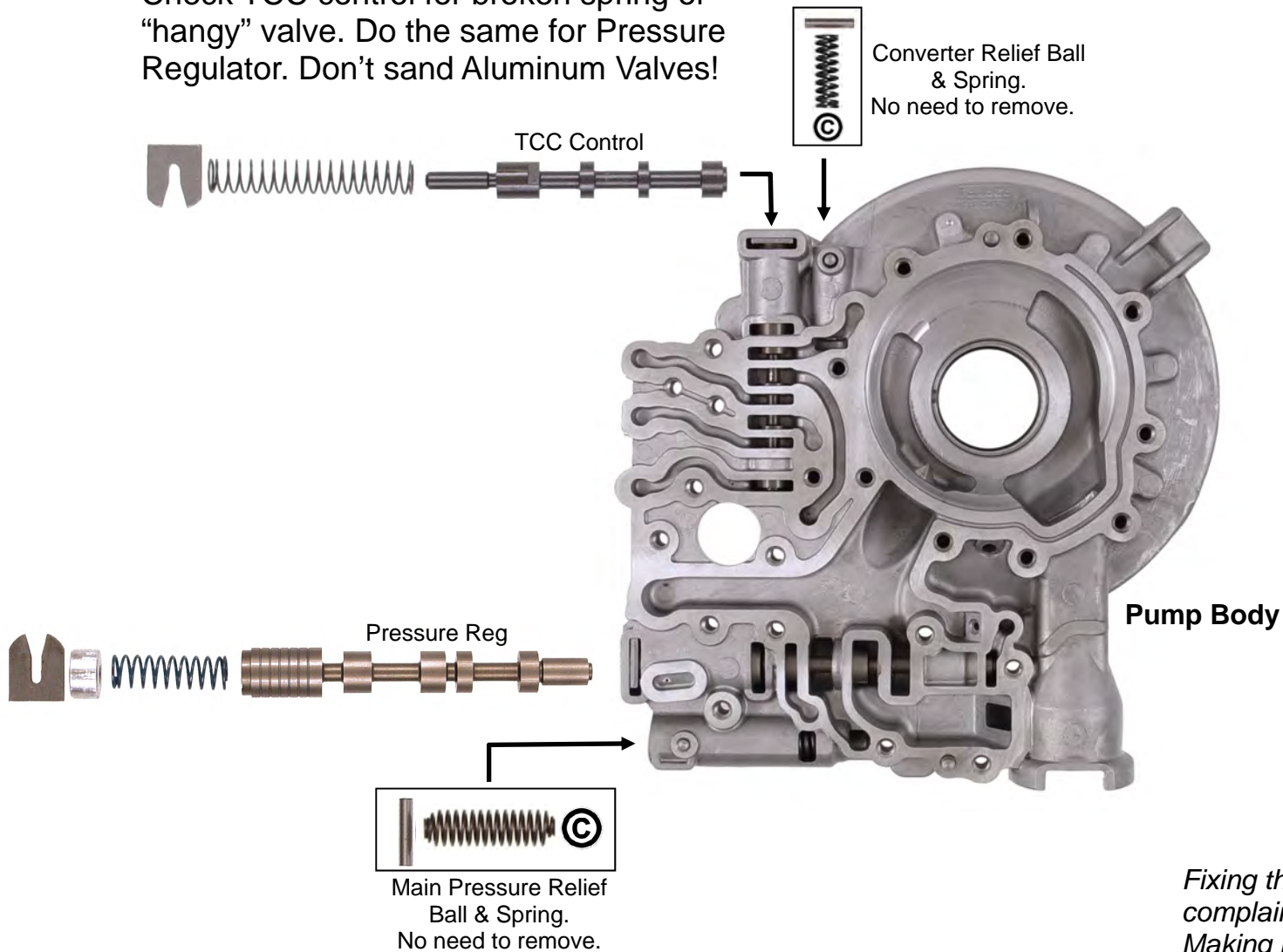
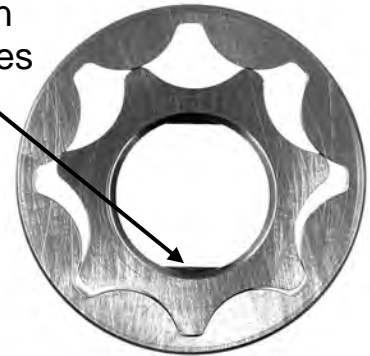


**Gen 1
Rear Plate**

Additional Data

Disassemble, Clean and re-assemble. Check TCC control for broken spring or "hangy" valve. Do the same for Pressure Regulator. Don't sand Aluminum Valves!

Recessed bevel on inner drive gear faces **the converter!**



Fixing the cause of the complaints is our goal. Making products to help you be more successful is the result of listening. Let us hear from you!

