

# SK®6R80-A

**Fits:** Ford/Lincoln 6R60, 75 & 80 All Gen 1 (2006 UP)

\*All Ford/Lincoln Vehicles with ZF Trans use Ford Instructions!

## Reduces/Corrects/Prevents

28 to 46 MPH "TCC Quiver", Erratic Pressure due to PR malfunction, Rough Shifts, TCC slip, Coast-down Clunk.

Patent # 11,408,447

**\*For Imports Models With:**  
ZF6HP19, 26 & 32

**See Separate ZF Instructions.**



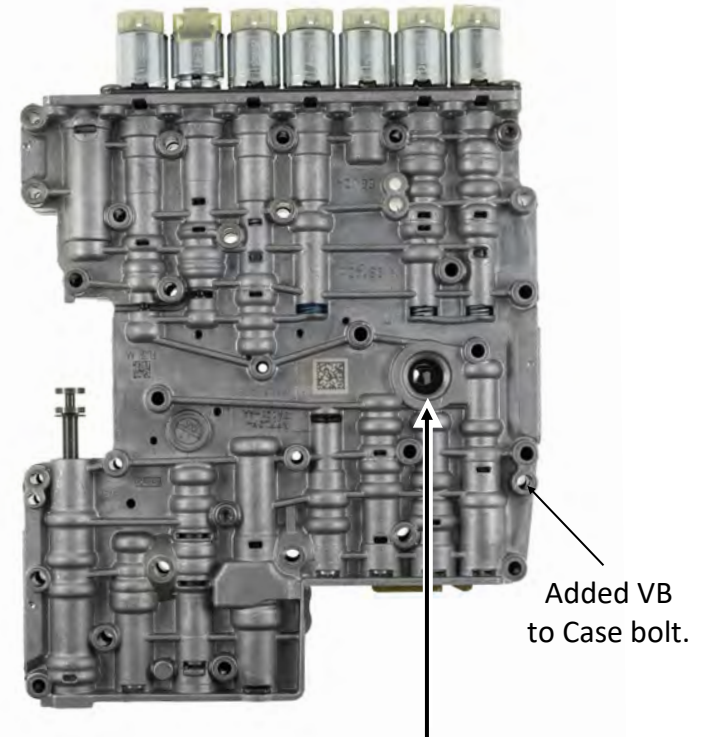
Some 2014 & early 2015 models along with some new replacement Gen 1 VB's may visually resemble Gen 2's with the extra filter hole on the bottom of VB & may have added VB to case bolt hole, but still use the Gen 1 PR Valve. Ford parts book show all vehicles built **after 12/2014** have a Gen 2 VB but to confirm Gen 1 or Gen 2, **always measure the PR valve on next page to be sure your installing the correct Kit. This Kit fits all Gen 1 only.**



Ford/Lincoln 6R60, 75 & 80

*Mark each Solenoids location  
before removing them.  
Always return them to the same  
location.*

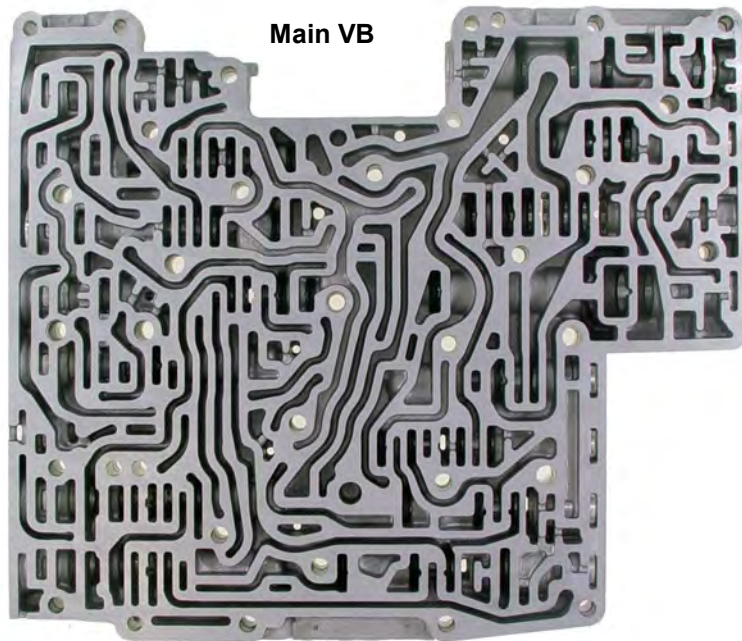
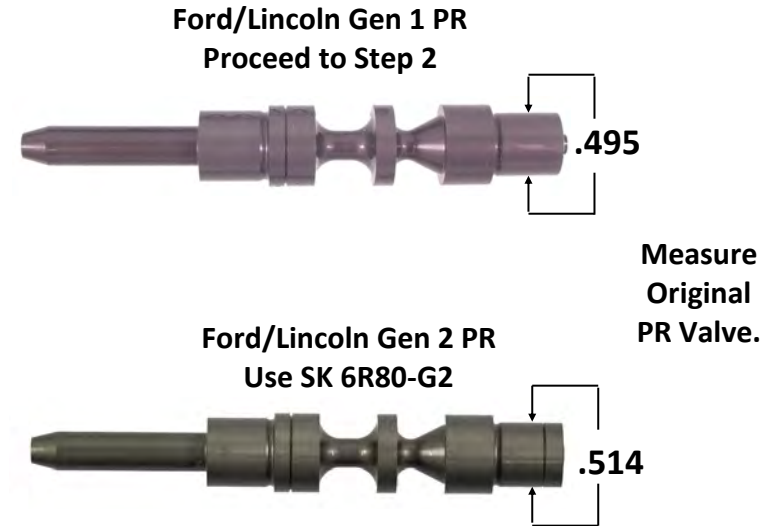
Ford/Lincoln 6R80 04/2014 On Style



Some late Gen 1 and all Gen 2 VB's have this extra filter hole here. Only Gen 2 models with Start Stop use it, they will have filter grommet here & use a two neck filter also a small electric auxiliary pump on the passengers side of trans. **Always ID Gen 1 or Gen 2 by measuring PR Valve on Next Page.**

### Step 1

Remove & measure your Original PR Valve as shown to make sure you have the correct Kit. **Note:** This page **only applies to Ford/Lincoln Gen 1 Valve-body's** with stock O.E. Bore Sizes!



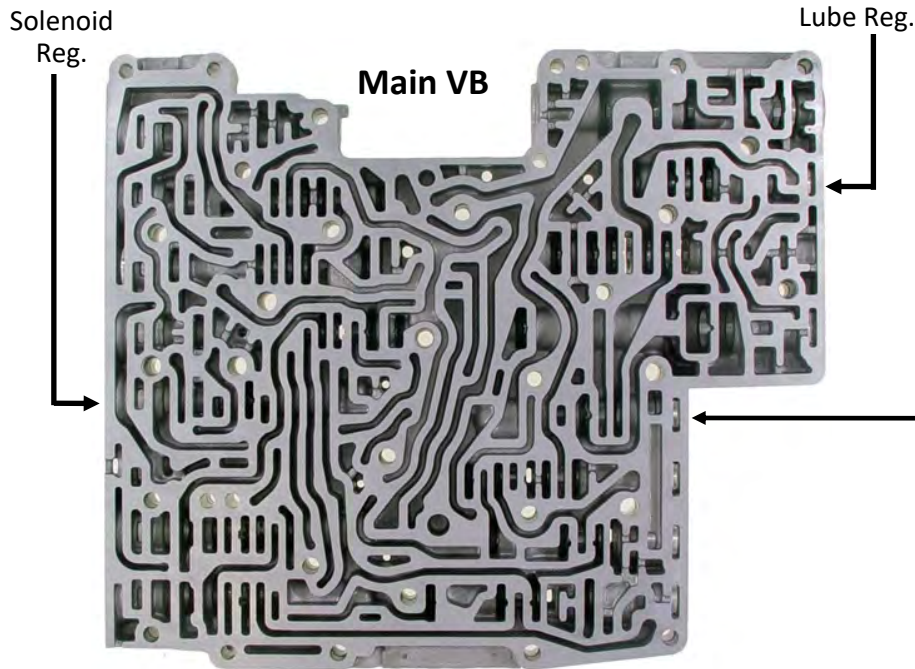
### Step 2

With original PR valve measurement of .495" Install New replacement **Orange** PR Spring, 2 Piece PR Valve, No ID groove End Cap & re-use original retainer. Make sure New PR Valve is free in the bore before final assembly.



### High Mileage Valve Body?

140,000 Miles plus VB's can have excessive wear in the **Lube Regulator & Solenoid** Regulator bores. This wear can cause complaints of persistent Coast Down Clunk Hot, Ratio Codes, Long Slip or Sliding Shifts Hot & Premature Gear Train Bushing failure. Order TransGo P/N **6R80-VBR-WT** and fix both! High Mileage VB's also need a fresh set of solenoids.



2006-2010 Solenoid Replacement.

- (3) Brown Connector 6L2P-7G383-AD
- (3) Black Connector 6L2P-7G383-BD
- (1) SSE 6L2Z-7G484-AA

2011 Up When replacing any or all of the VFS solenoids look **carefully** between the QR code and the plastic connector for the calibration # 2 thru 5. Always replace with the same number that came off in each location. SSE is a on/off solenoid with no calibration ID.

2011-2019 SSE AL3Z-7G484-B.

### 6R80 TCC Information:

Some customers may describe a complaint of a vibration or "Quiver" that feels like a tire problem but it isn't. Here's the skinny... If the customer's been chasing this complaint for more than a month or two, you will need this kit **AND MAYBE** a new converter. *However*, shops installing this product with a fresh refill of Mercon® SP Fluid say it usually fixes the issue even if it's been doing it much longer.



*Always check each wire retainer as they break often. For your convenience, extra Retainers are provided.*

### Step 1

Discard original TCC Regulator Valve and Spring. Install **NEW Steel TCC Regulator Valve** and New small **White** spring provided reuse end plug & retainer.



2011 Up VFS Brown Snoot  
TCC, SSA & SSC



- Solenoid Calibration ID #
- Brown # 2 AL3Z-7G383-S
  - Brown # 3 AL3Z-7G383-T
  - Brown # 4 AL3Z-7G383-U
  - Brown # 5 AL3Z-7G383-V

2011 Up VFS Black Snoot  
SSD, EPC & SSB



- Solenoid Calibration ID #
- Black # 2 AL3Z-7G383-K
  - Black # 3 AL3Z-7G383-L
  - Black # 4 AL3Z-7G383-M
  - Black # 5 AL3Z-7G383-N

# Additional Information for Gen 1 Ford Models

Re-install ALL small parts to their original locations!

If the **Separator** plate has a hole OVER a dampener location, a dampener MUST be installed IN that location. **Some models only use 2 dampeners.**

Watch for damaged/crushed pulse dampeners. 6 Replacement inserts are included!

New Replacement Insert. Re-Use Dampener Outer Shell.



## All Gen 1 Fords

⊙ = 8 Check Balls

⊓ = 6 Dampeners

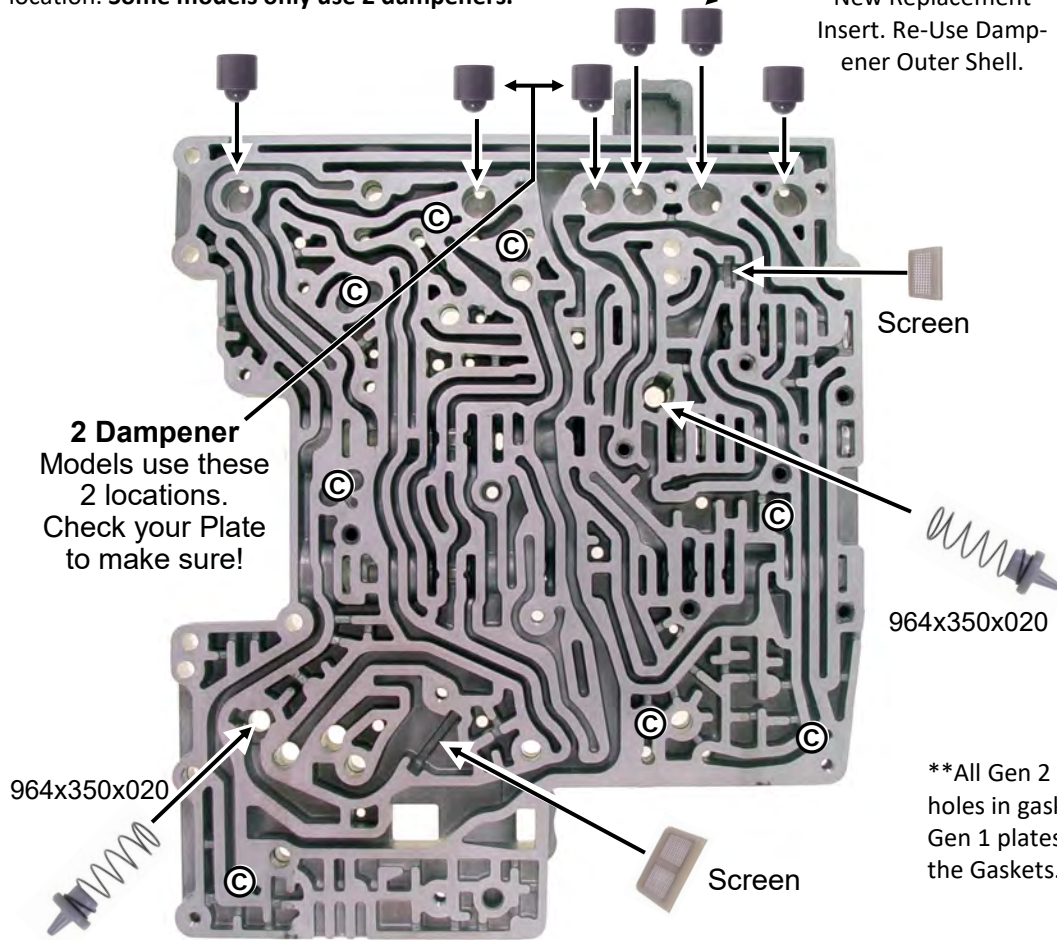
**Watch for damaged plate printing!** Splitting the VB halves usually pulls the printing off.

Ford 2006 thru 4/2014 Plates

**6 Dampener Plate P/N: CL3Z-7Z-490-C**

**2 Dampener Plate P/N: CL3Z-7Z-490-D**

**\*\*Some 2014 & Early 2015's Gen 1 Ford's Use a Different Plate. Quick ID- Has added filter & case to VB bolt holes. Plate P/N: FL3Z-7Z490-E Its Similar to a Gen 2 plate but different.**

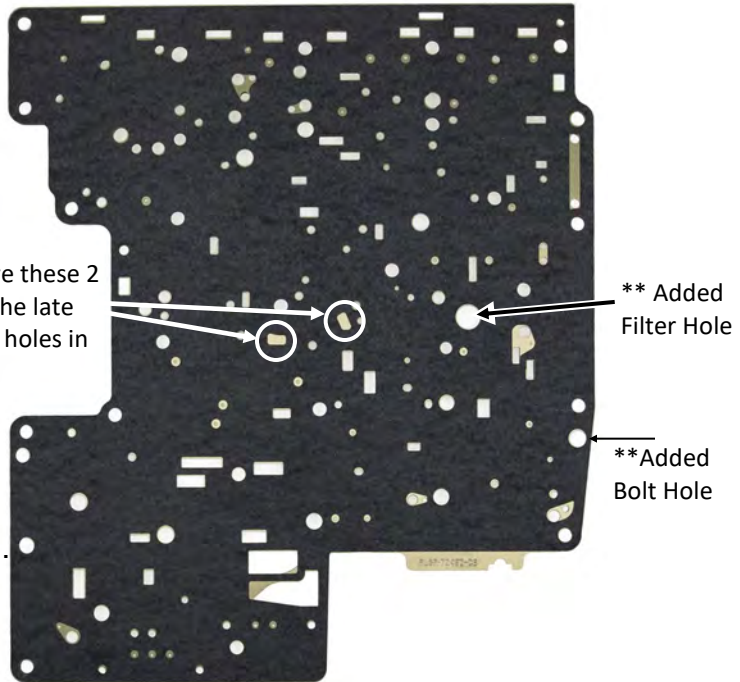


**2 Dampener Models use these 2 locations. Check your Plate to make sure!**

964x350x020

**\*\*All Gen 2 Plates will have these 2 holes in gaskets & plate. The late Gen 1 plates just have the holes in the Gaskets.**

Plates may be printed. or have bonded gaskets.



**Fluid level** must be at top of hash marks with trans temp @ 190F degrees to purge air from cooler circuits! Use scan tool to determine fluid temp. Don't let it out the door with a low fluid level! Do not overfill either!

# SK®6R80-A

Patent # 11,408,447



Use this section for Import Models with  
ZF6HP19, 26 & 32 (Non Ford/Lincoln)

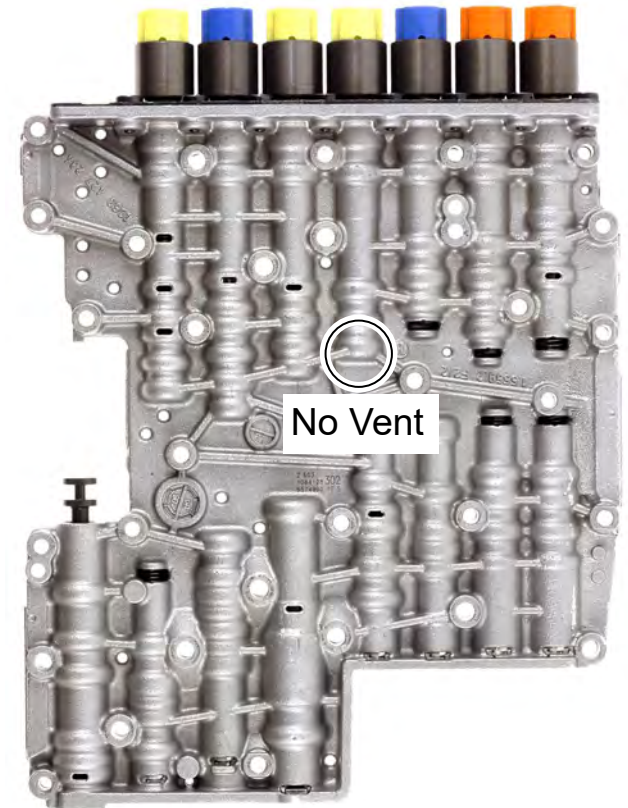
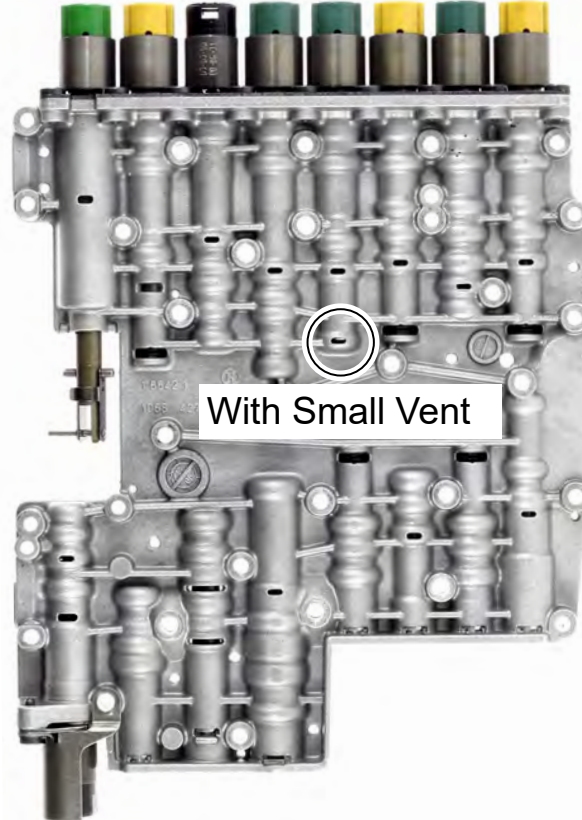
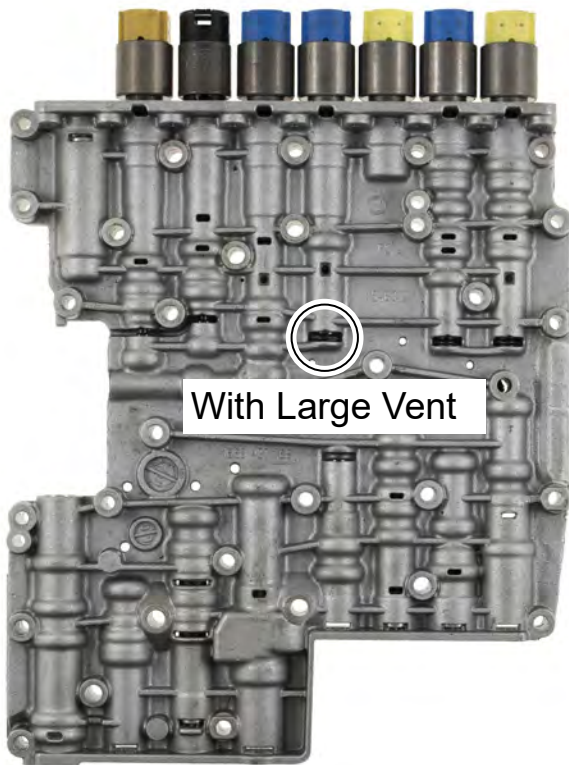
Reduces/Corrects/Prevents  
Erratic Pressure due to PR malfunction,  
Rough Shifts, TCC slip, Coast-down Clunk.

**This kit fits ZF6HP19, 26, & 32 model Valve Body's with a Vent.**  
(Small or Large Vent as Shown Below)

ZF6HP-19, 26 & 32 Typical M Shift

ZF6HP-19, 26 & 32 Typical E Shift

**This kit does NOT fit ZF6HP-21, 28 & 34's**  
(Valve body's without a Vent)



### Step 1

Measure your **PR Valve** as shown and use the **Step** that matches your PR Valve's measurements. **Note:** This product **only fits** stock O.E. Bore Sizes!



Use this page for ZF6HP-19, 26 & 32

### Step 2

ZF's 19, 26 & 32 without 053 Separator Plate:

With original PR valve measurements of .495" & .575"

Install New replacement **Orange** PR Spring, 2 Piece PR Valve, No ID groove End Cap & re-use original retainer. Make sure New PR Valve is free in the bore before final assembly.

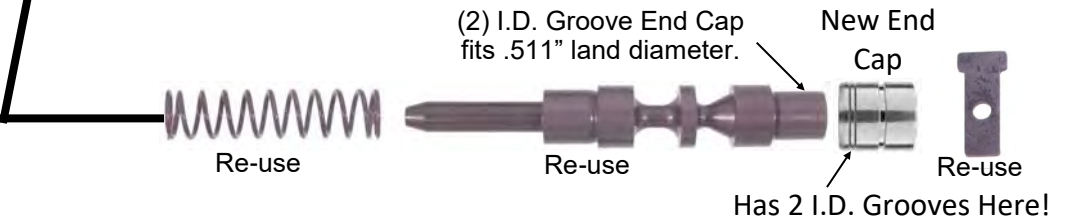


### Step 3

ZF Models with 053 Separator Plate:

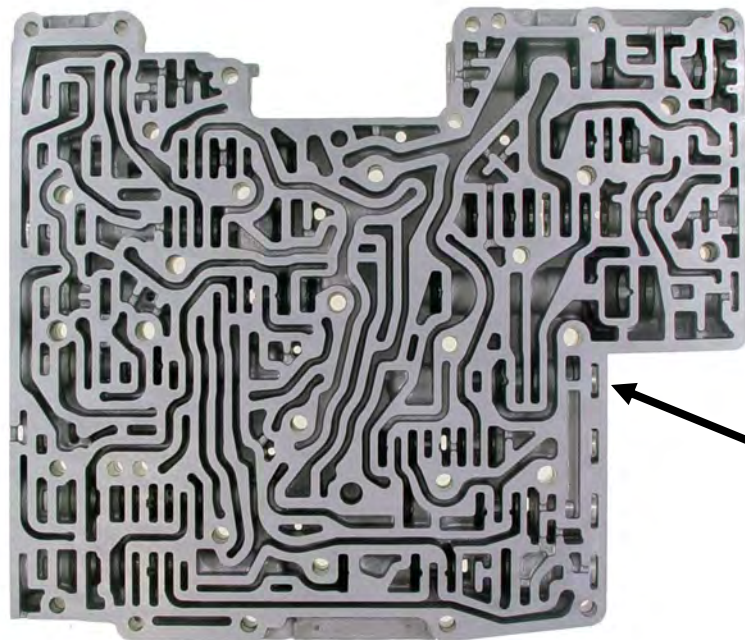
With original PR valve measurements of .511" & .650"

Install New replacement 2- I.D. Groove End Cap & re-use original PR Valve, PR Spring and retainer.



### Step 4

Discard original TCC Regulator Valve and Spring Install **NEW Steel TCC Regulator Valve** and New small Red spring provided reuse end plug & retainer.



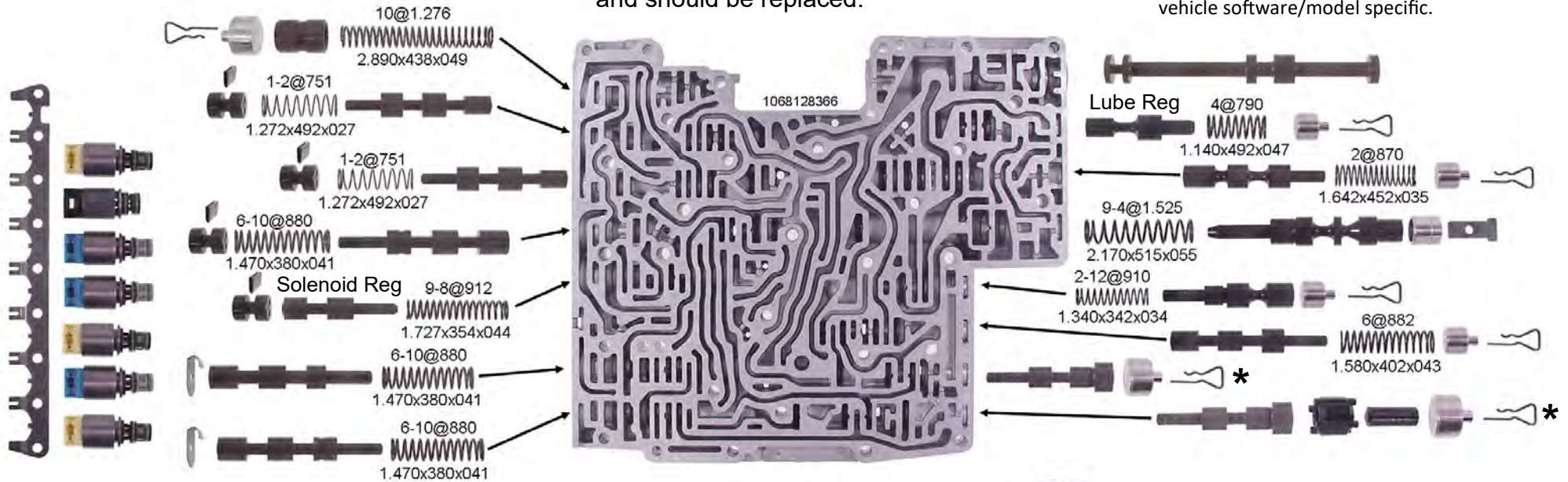
# Additional Information

## Typical M-Shift Valve Body Layout

**Mark locations of ALL small parts and re-install as you found them. They are model specific.**

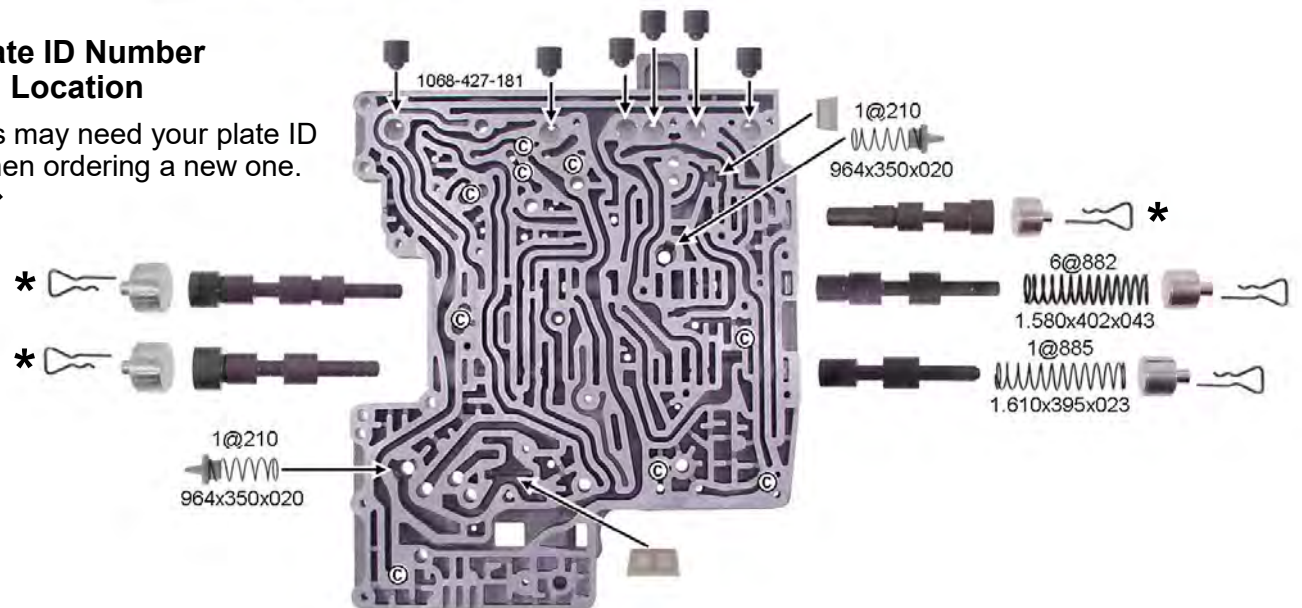
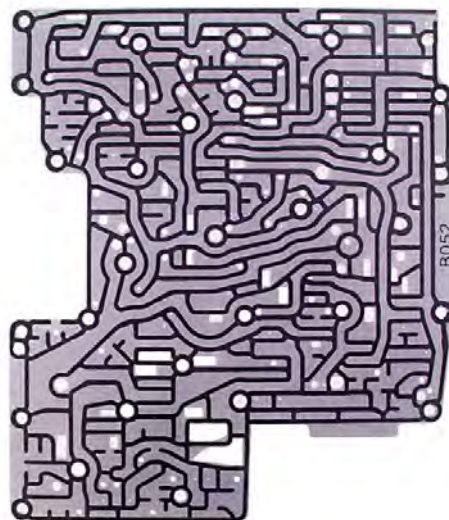
**Tech Tip:** High mileage vehicles often have discolored/overheated Solenoids and should be replaced.

**Note:** Valve's marked with an \* asterisk may or may not have a spring and are vehicle software/model specific.



### Plate ID Number Location

Distributors may need your plate ID number when ordering a new one.



# ZF Additional Information

## Typical E-Shift Valve Body Layout

Mark locations of ALL small parts and re-install as you found them. They are model specific.

**Tech Tip:** High mileage vehicles often have discolored/overheated Solenoids and should be replaced.

