SK®6T70 Fits 2007-2012

Corrects/Prevents/Reduces

Pressure Regulator & Actuator Feed System Malfunctions that lead to broken parts.
Installs with No Special Tools Required!
Adds over boost protection, improves TCC stability.

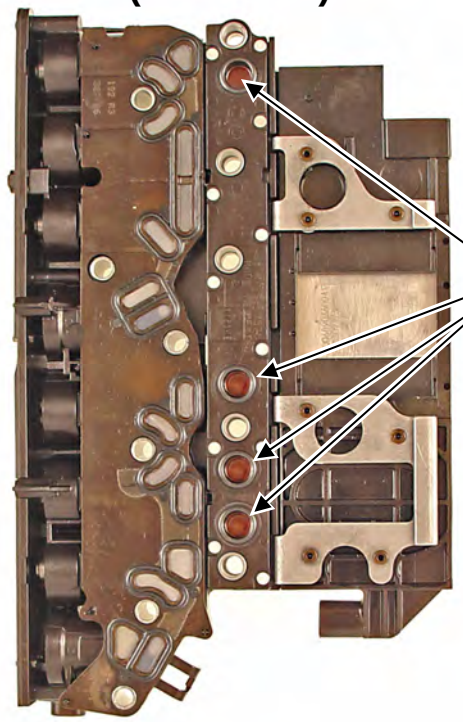
"It Just Ain't Fixed Without It"

Includes

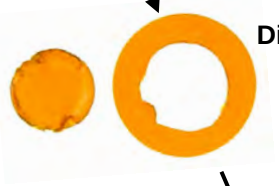
Pressure Switch Repair Parts!
Save's a TEHCM with Pressure Switch Codes!
(Does not fix Solenoid performance or circuit codes.)

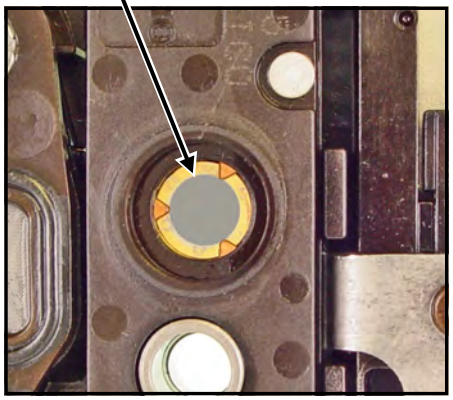
TEHCM (Front View)

TEHCM & Pressure Switch Assy. (Rear View)



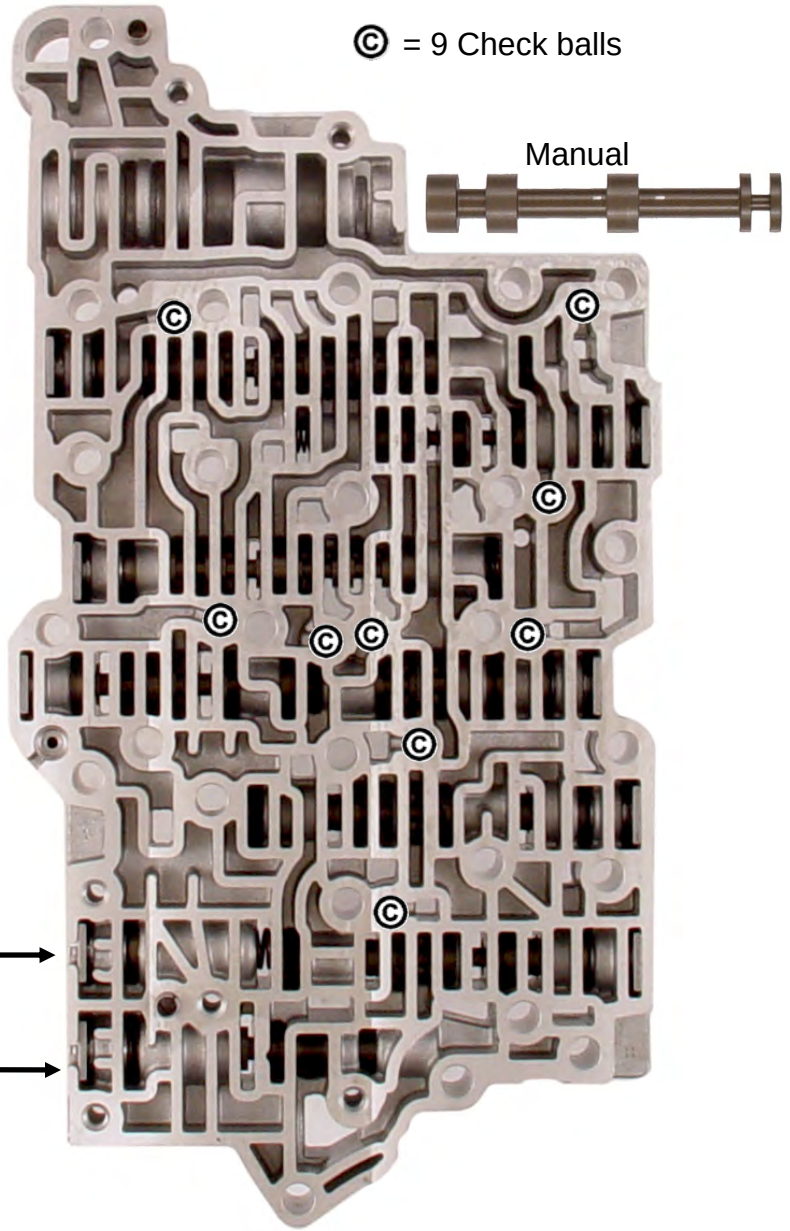
Watch out for blown Pressure Switches!
See pages 7 & 8





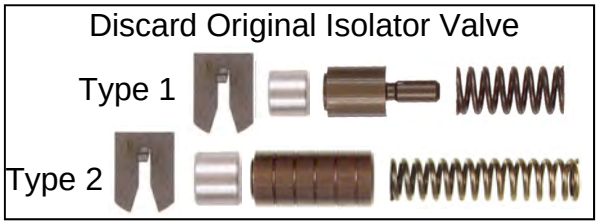
Diaphragm & Grommet Removed

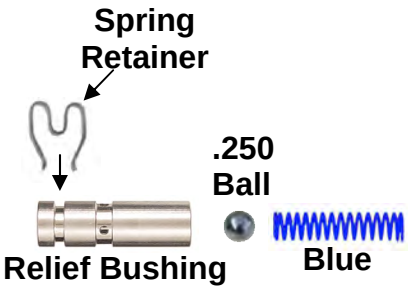
Main Body Repairs (Front Side)

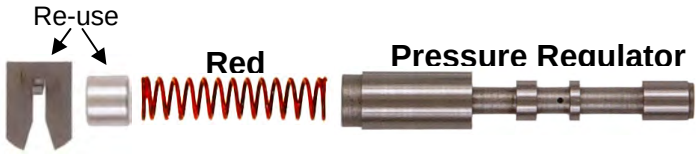


Step 1

Remove & discard original Isolator retainer, plug, valve & spring. Locate **New Relief bushing**. Insert **New .250 ball** first, then **New Blue** spring into relief bushing. Now insert relief assembly into VB Isolator bore. Insert bushing far enough to install new spring retainer into outer groove of bushing.
Trans is now protected from over-boost cross leaks!
Protects expensive hard parts!

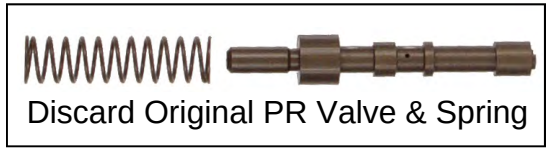






Step 2

Remove & discard original Pressure Regulator valve & spring.
Install **New Pressure Regulator Valve**, New **Red** Spring, original end plug & retainer.



Main Body Repairs Continued (Front Side)

© = 9 Check balls

Manual

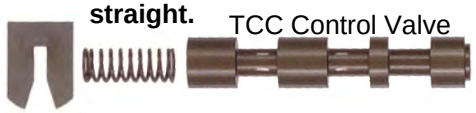
Step 1

STOP! LOOK! IDENTIFY! ONLY USE the **NEW** TCC Control Valve **spring** and **retainer** provided **IF** your valve body has **NO CASTING STEP!**

If it has a casting step, **re-use your original** spring and **original** retainer. Just make sure the spring is not bent or crooked when installed.

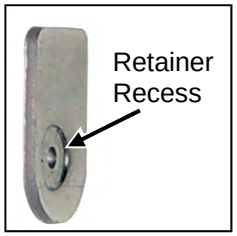
Make sure spring is straight.

TCC Control Valve



LOOK for this Casting Step here.

Re-use **ORIGINAL** retainer and spring **IF VB HAS casting step**!

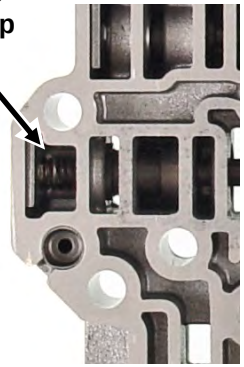


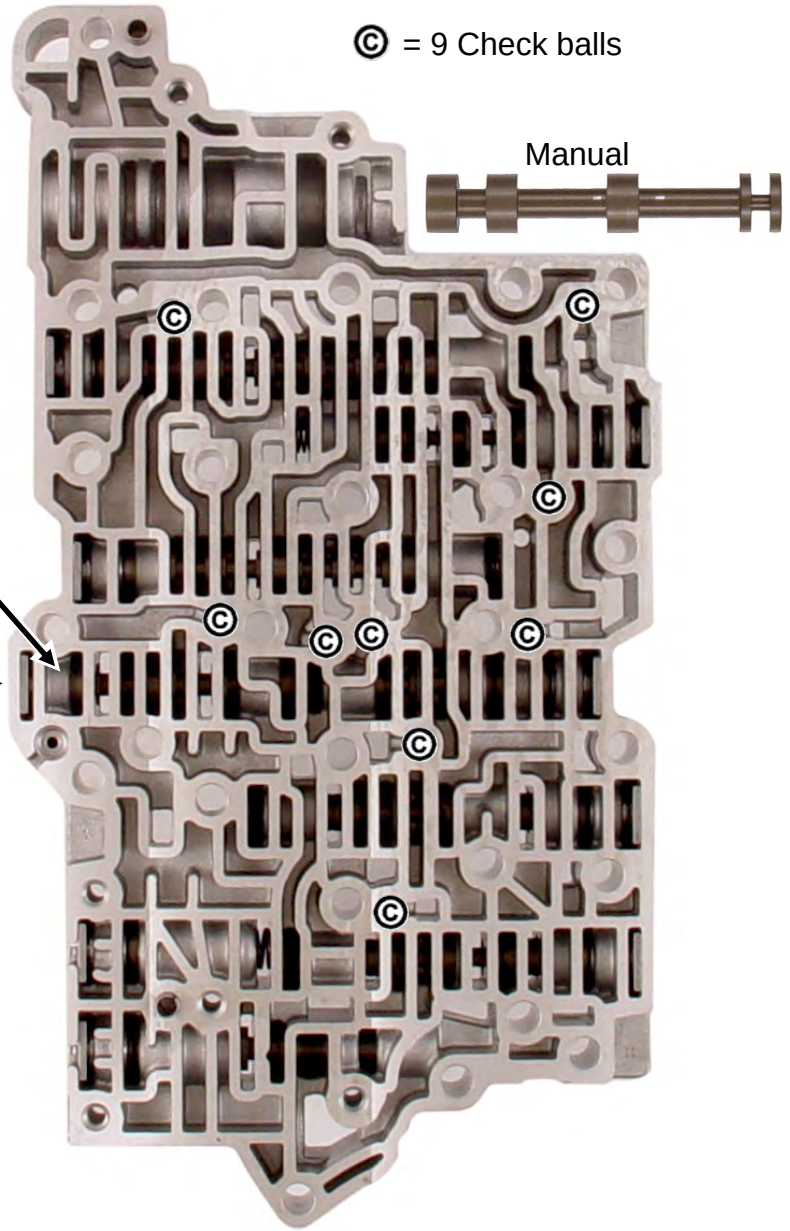
New Retainer

White

Use **NEW** Retainer and Spring on VB's with **NO Casting Step**!
Spring sits in retainer recess!

VB with No Casting Step here.

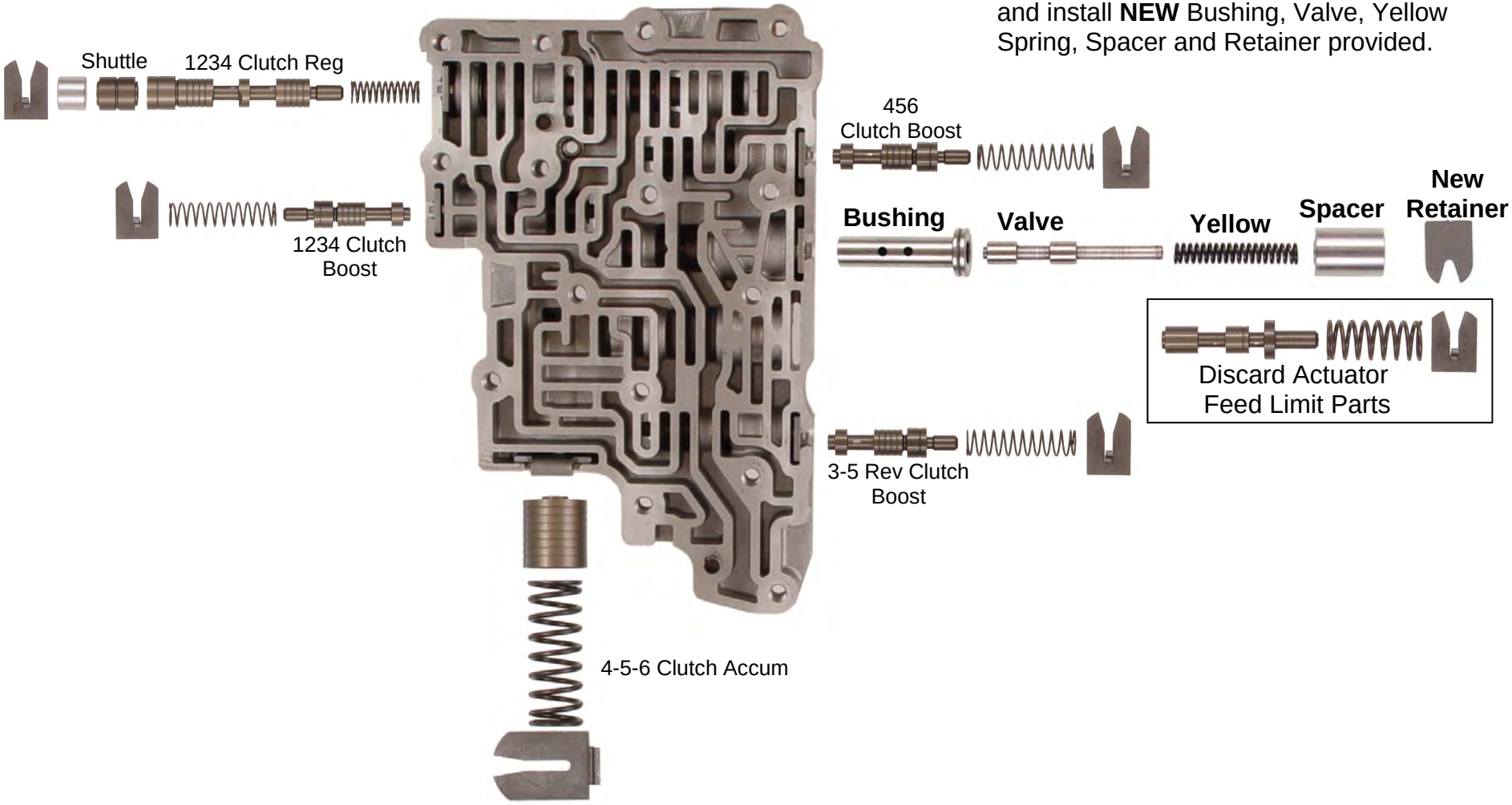




Rear Body Repair

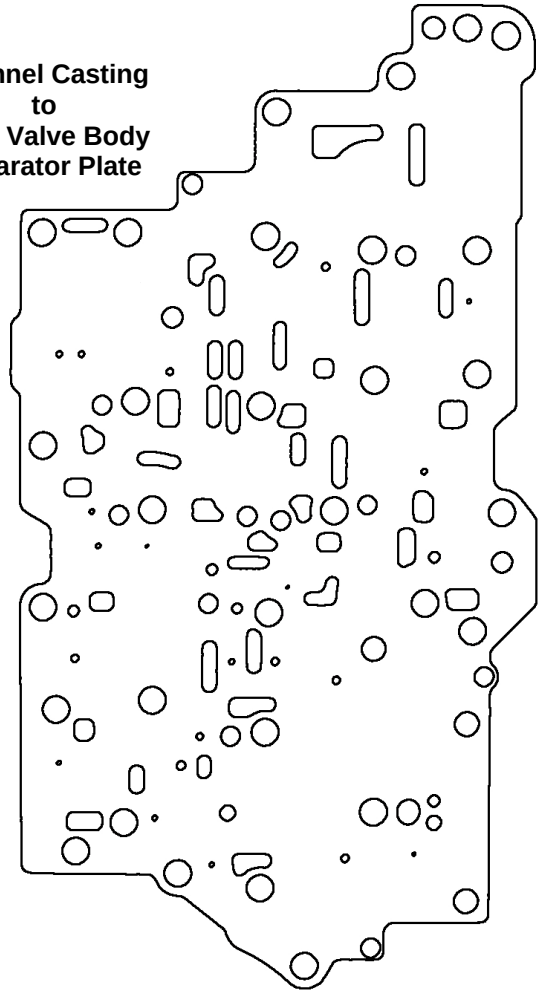
Step 1

Discard original Actuator Feed Limit parts and install **NEW** Bushing, Valve, Yellow Spring, Spacer and Retainer provided.



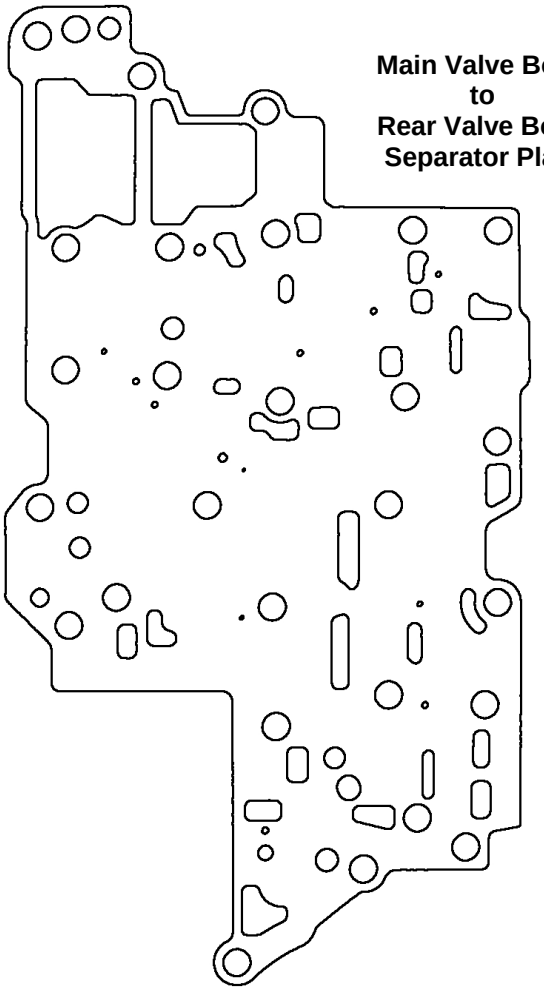
Separator Plate (No Changes)

Channel Casting to Main Valve Body Separator Plate



Gaskets are bonded to the Plates from the factory.
Re-use is ok if they are NOT damaged.

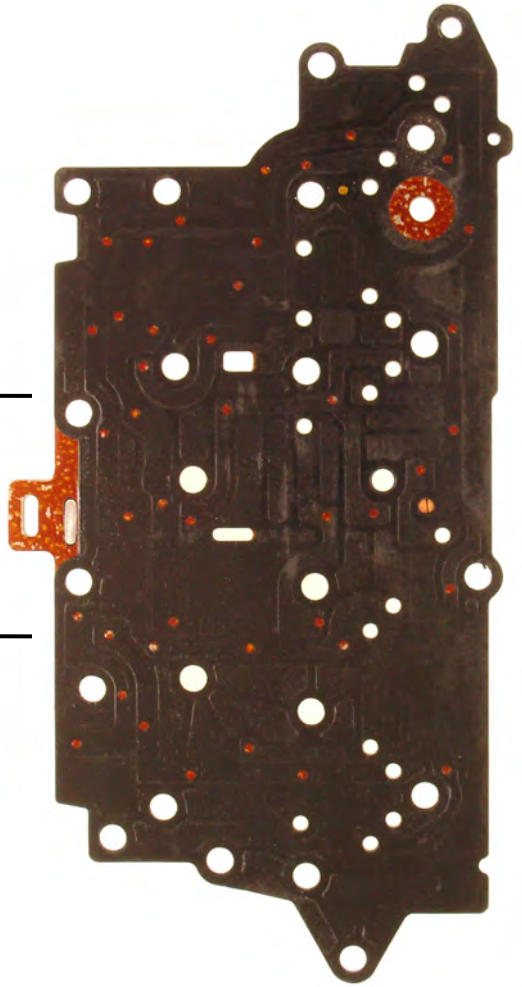
Main Valve Body to Rear Valve Body Separator Plate



Front Channel Casting (Rear Side)

Re-use 3 original Pulse Dampers Valve first then spring!

Rear Side Facing Main Separator Plate



Front Steel Cover Plate (Rear Side) w/Bonded Gasket

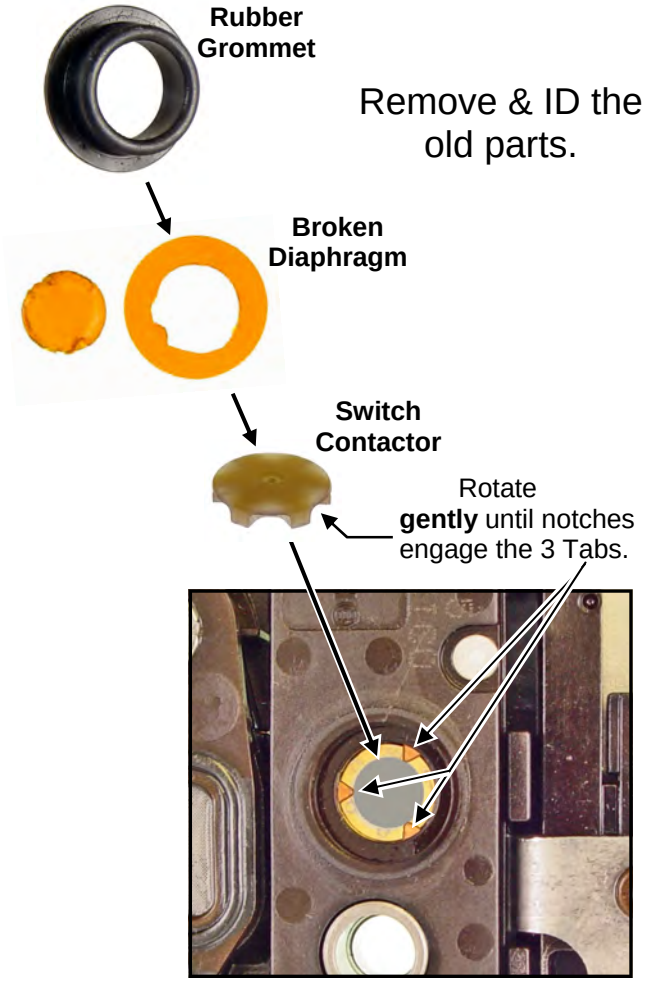
Fixing the cause of the complaints is our goal. Making products to help you be more successful is the result of listening. Let us hear from you!

Mr. Shift

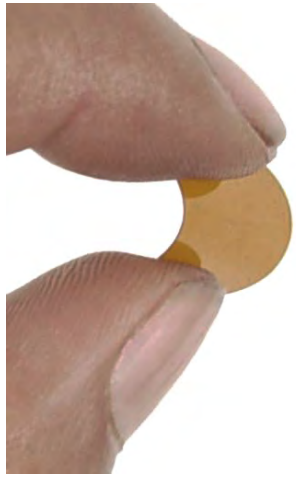
Pressure Switch Repair:

Often this trans experiences a drum or clutch piston failure often due to a Pressure malfunction. Typically, at least 2 of the 4 pressure switches in the assembly **will also be blown out** as shown below. **Your choice** is to **repair the TEHCM** with this kit or **replace it** with a new **TEHCM** from the dealer **&** have it programmed. **$$$!**

We have provided the parts you need to **repair** the pressure switches. It does take a bit of talent but mostly PATIENCE to get it done. Many techs have performed this task with great success but it's **your choice**. You need only repair the switches that are damaged.



Diaphragm & Grommet Removed



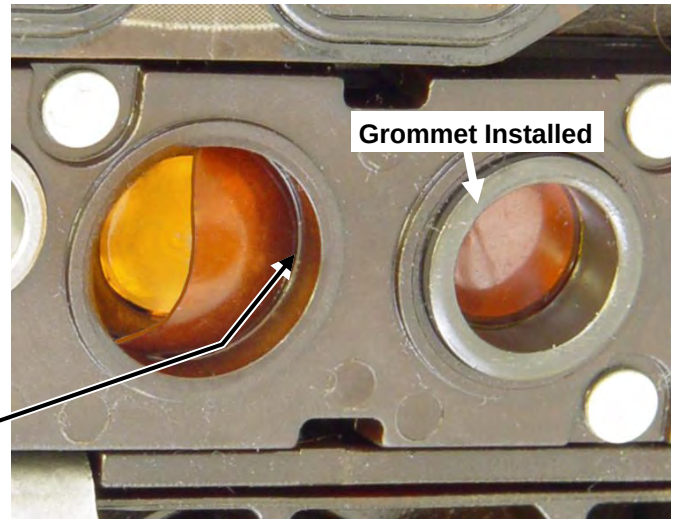
Pinching Diaphragm for installation.

Testing switches:

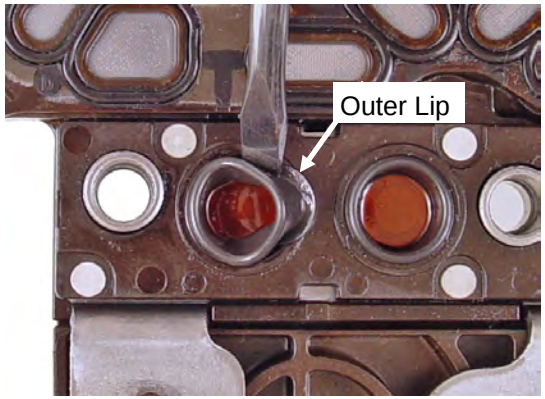
Using a flat washer and a rubber tip blow gun, place the flat washer over the rubber grommet and insert the blow gun tip into the center of the washer. Air check each switch that is not visibly damaged and make sure they hold air. **If they do,** leave them alone!

If they don't, or you see they are visibly damaged, remove the rubber grommet, the damaged diaphragm and insure the switch contactor is in place. Pushing on the switch contactor, you should **feel** a noticeable click as you release pressure off the contactor.

Take one of the new diaphragms, gently pinch the diaphragm into the shape of an upside down taco shell. Insert it as shown below into the switch hole making sure you guide it under the lip of the plastic. Using a small **flat-blade** screwdriver, work the rest of the diaphragm into the hole until it lays flat on the switch contactor. You may use a pencil eraser to move it left or right till it drops in place. **Continue on next page.**

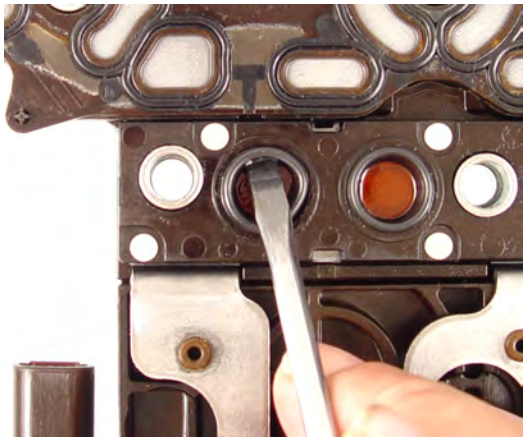


Pinched Diaphragm inserted into switch cavity and started under plastic frame.

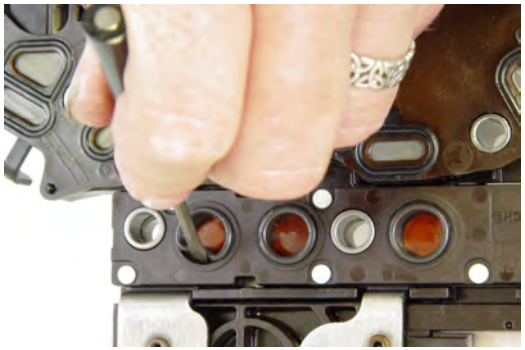


A **Small Flat Blade** screwdriver works best for doing this!

Pinch the Grommet to start the outer lip under the plastic. Work the outer lip under plastic with a small screwdriver.



Use the small screwdriver to push behind the outer lip (from the inside) to wedge it under the plastic.



You may have to pull the top of the grommet back slightly to make sure the lip is going under the plastic.

Rubber Grommet Installation

Installing the grommet is done by **patiently coaxing it** into position. You **must** get the **outer lip** of the grommet to go **under** the plastic housing. This is what seals the switch. Lube the grommet & diaphragm with 90w gear oil or something equally as slippery. Treat this just like you would a small child– with patience! The first one is always about getting the knack of doing it. Be successful and you'll be putting cash in your pocket for each TEHCM you didn't have to buy new & then program.

Final Testing

Using a flat washer on the rubber tip of a good blow-gun, make sure the switch does not leak. It should seal tight. Do the air test with 30 psi. If it holds, it's ok. It will be too hard to hold the blow gun in place to use full shop air.

Final test: Use a pencil eraser to gently push into the center of the switch to feel the switch click as you let up on it. Use one of the other switches to compare.
The new grommets **will** be taller than old ones. It's OK!