

SK®6T70-A Fits: 2007up Gen 1

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.

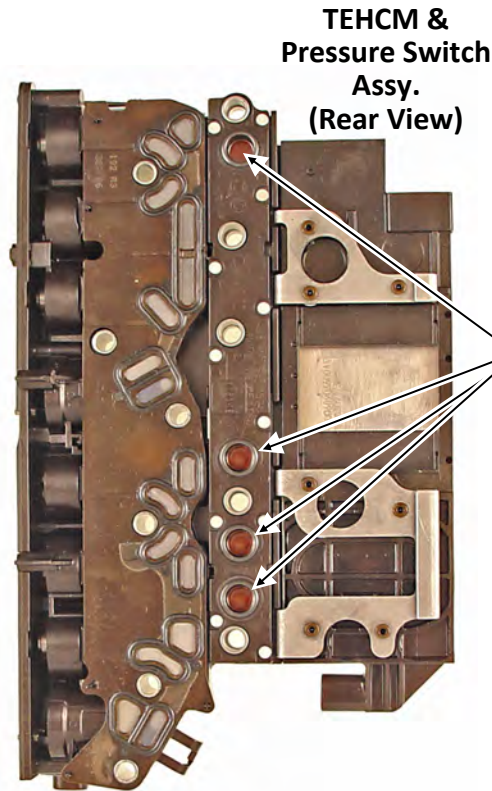
"It Just Ain't Fixed Without It"

Includes Pressure Switch Repair Parts!

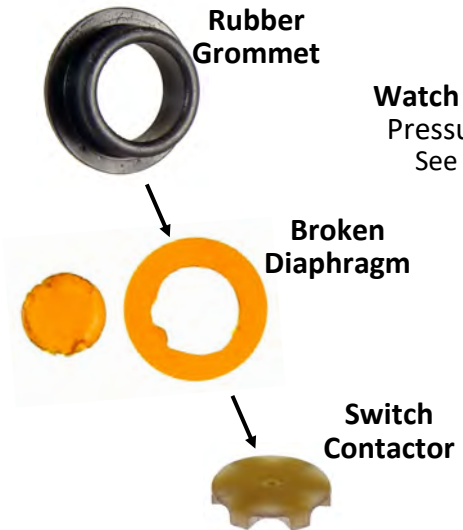
Save's a TEHCM with blown out pressure switches setting Pressure Switch Codes!



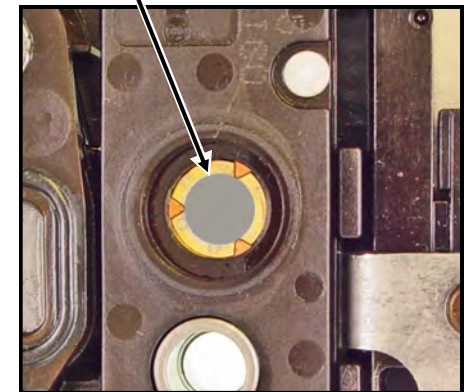
This product does not fit **Gen 2** models.
(Models without pressure switches.)



Pressure
Switch
Locations



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



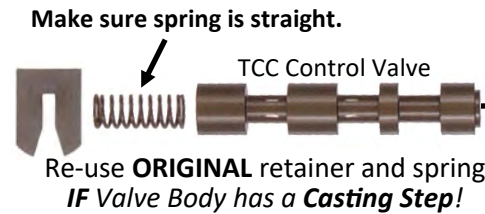
Main Body Repairs (Front Side)

© = 9 Check balls

Step 1 STOP! LOOK! IDENTIFY!

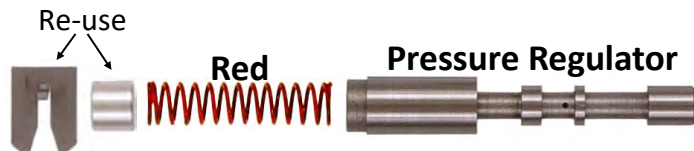
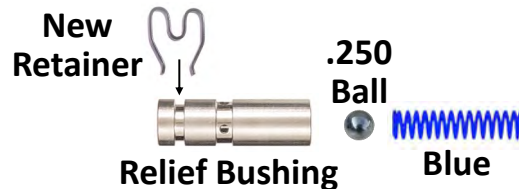
If your valve body has a casting step, re-use your original spring and original retainer. Make sure the spring is not bent or crooked when installed.

If your valve body **DOES NOT** have a casting step, USE the new **NEW WHITE** TCC Control Valve spring and **NEW RETAINER**. (Spring sits in retainer recess.)



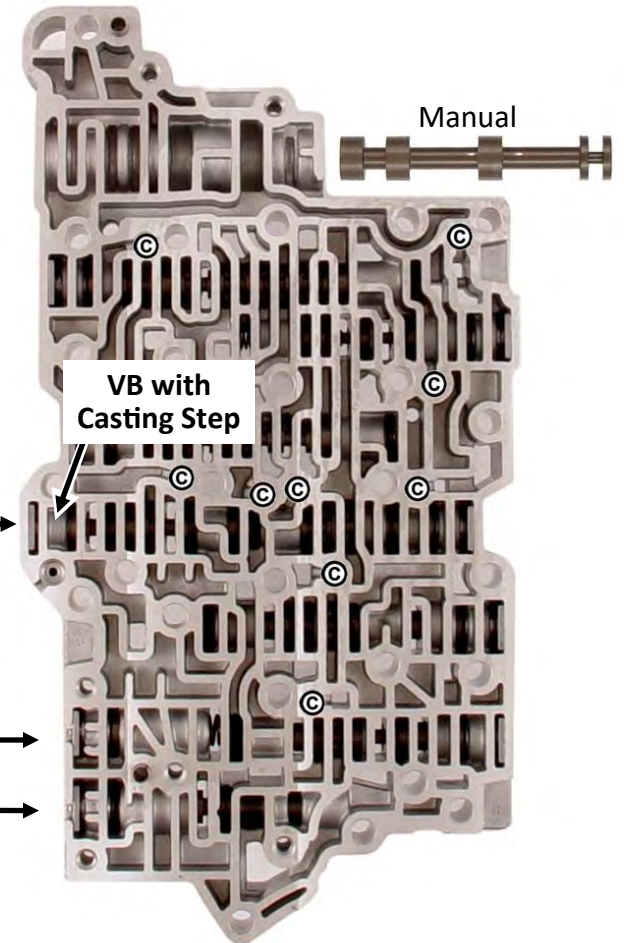
Step 2

Remove & discard original Isolator retainer, plug, valve & spring. Assemble **New Relief Bushing** by inserting **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!

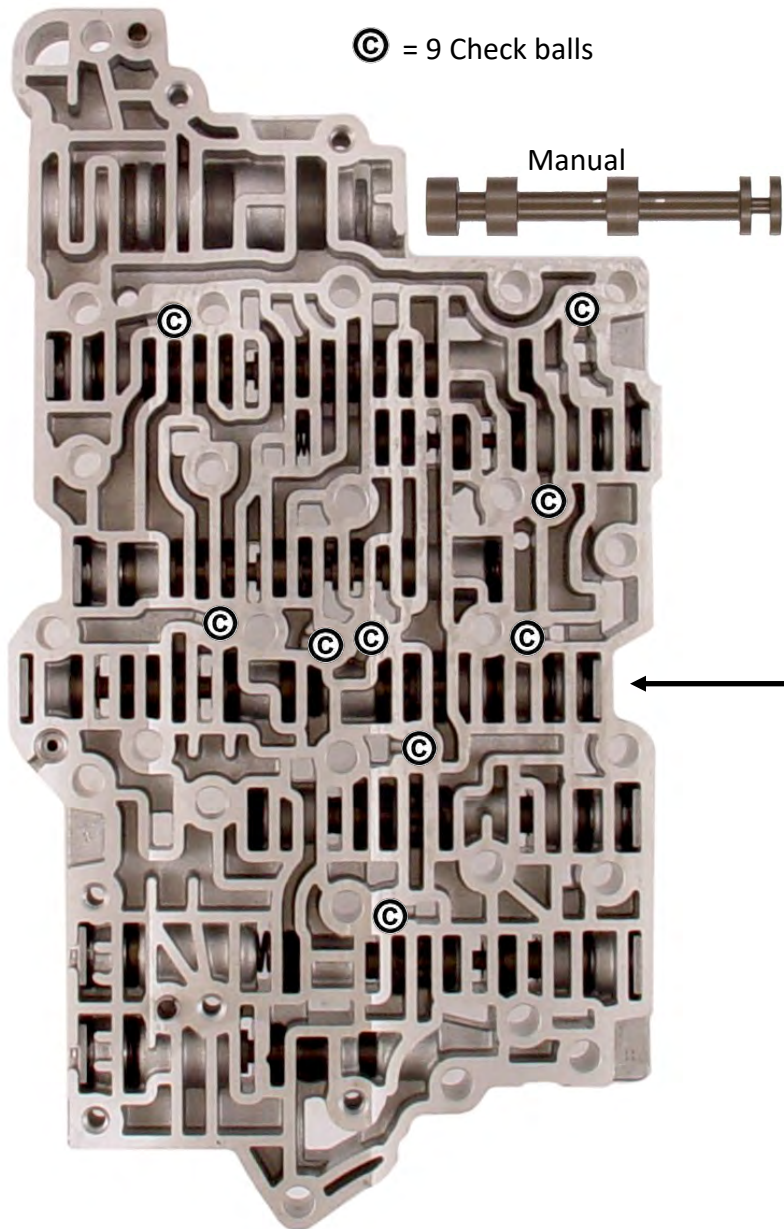


Step 3

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



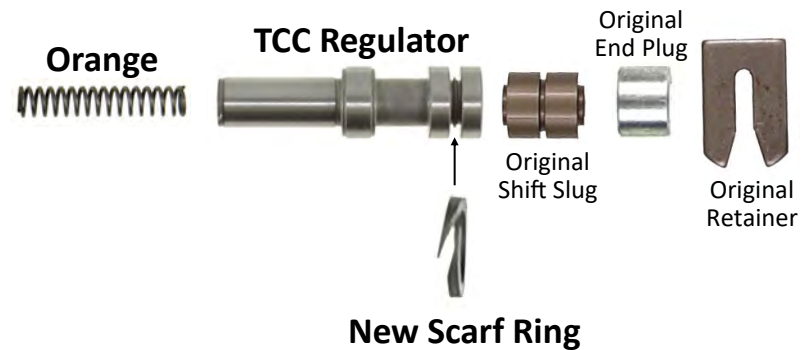
Main Body Repairs Continued (Front Side)



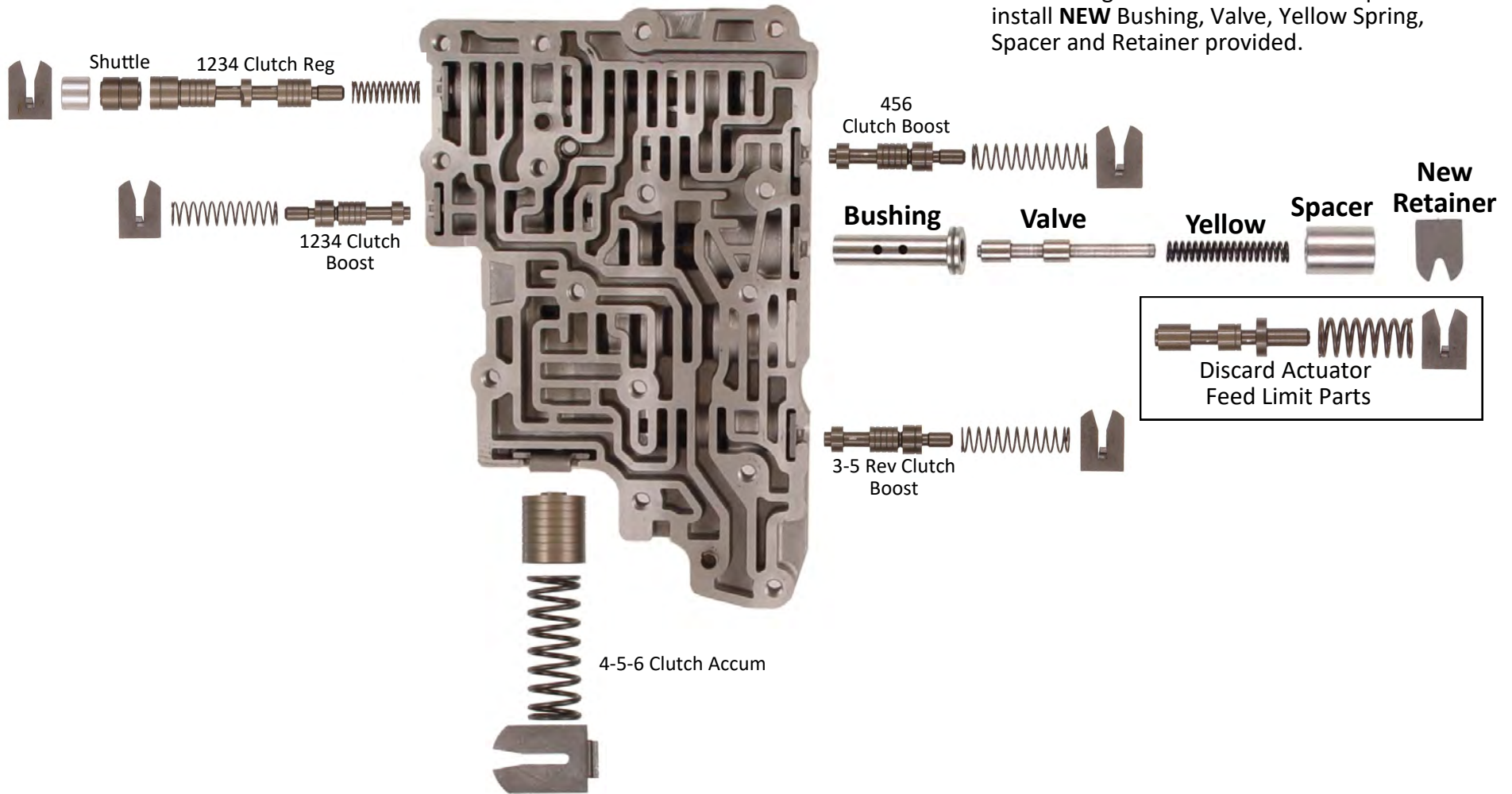
Step 1

Discard original TCC Regulator Valve and spring. Clean the **New TCC Regulator Valve** provided and test fit it into the clean VB bore. If it moves freely, remove it and put a small dab of assembly gel into the groove of the new valve followed by the **NEW Scarf Cut Ring**. Now 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. Note: The o-ring is only used as a sizing tool.

To install, roll the o-ring **off** the valve and set it aside. Insert the **NEW Orange Spring** into the hollow end of the new valve and insert new valve and spring into the bore while it's still cold, followed by the original Shift Slug, End Plug & Retainer. It will go right in if the outer diameter of the ring is flush with the new valve. Never force the valve in. Once you install the valve and ring– **DO NOT REMOVE IT!**



Rear Body Repair

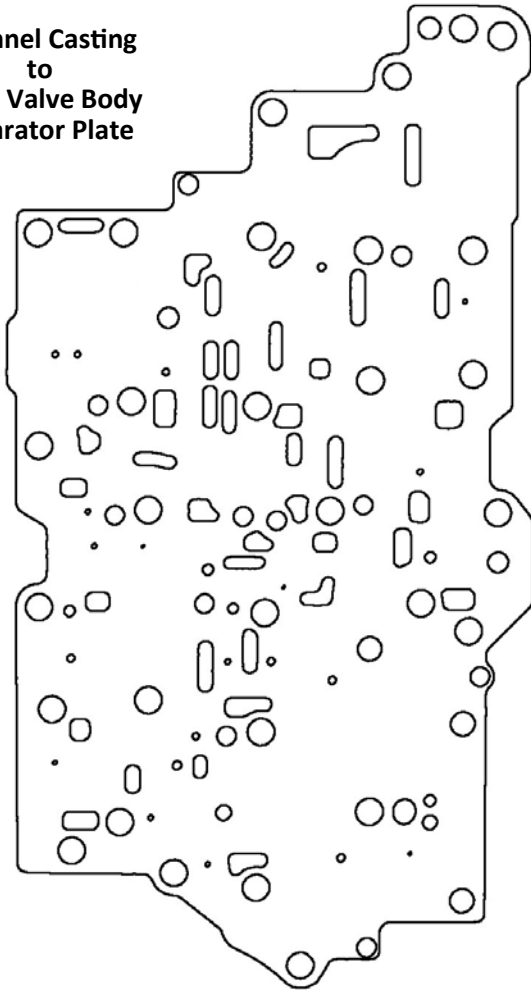


Step 1

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

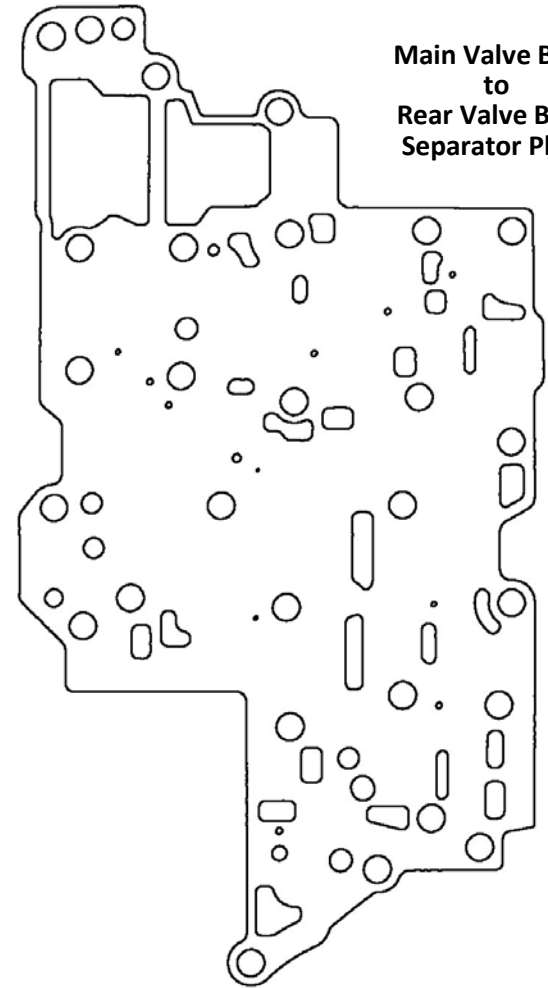
Separator Plate (No Changes)

Channel Casting
to
Main Valve Body
Separator Plate



Gaskets are bonded to the Plates
from the factory.
Re-use is ok in a pinch if they are
NOT damaged.
New plate/gaskets is always a
better choice.

Main Valve Body
to
Rear Valve Body
Separator Plate

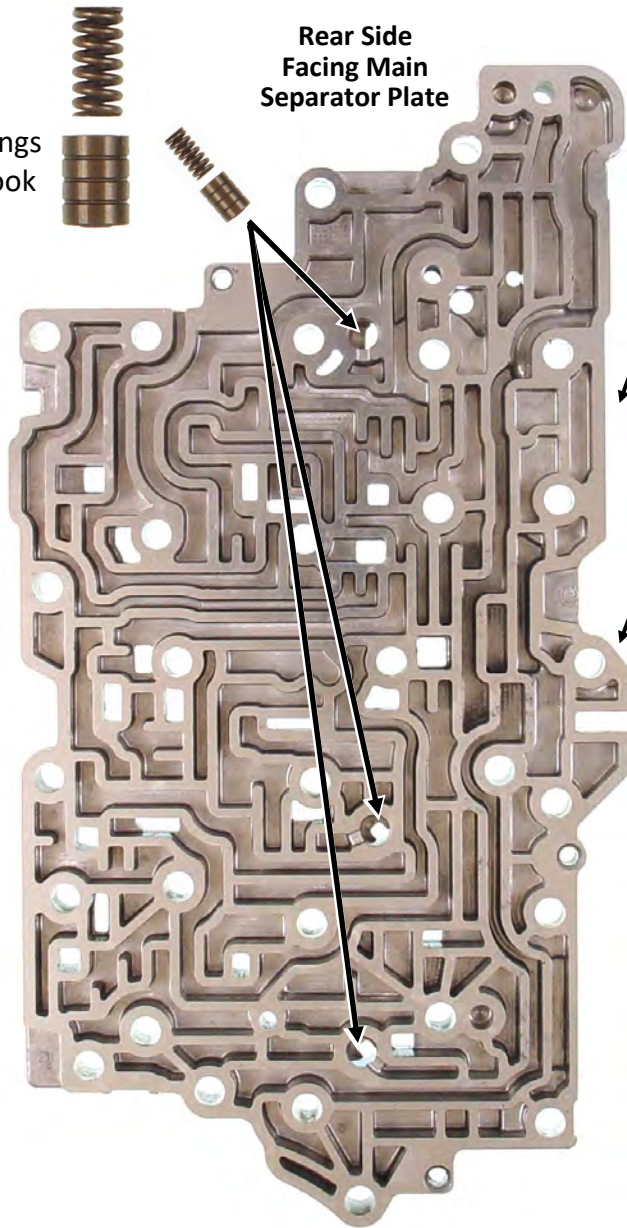


Front Channel Casting (Rear Side)

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

We have seen a couple of these castings
worn in the damper holes. Always look
carefully.

Coming Soon 6T-PDP-TK
Repairs Worn Dampener bores
6T40 & 6T70



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!*



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.



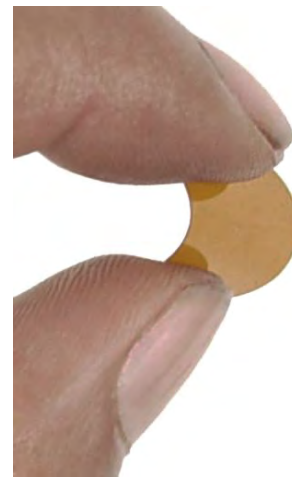
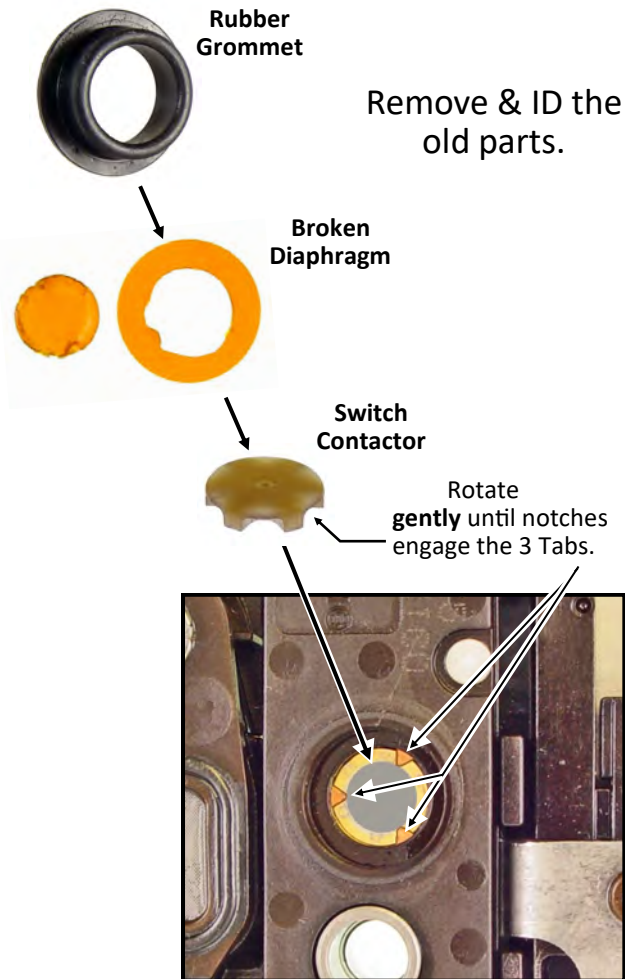
Testing switches:

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!

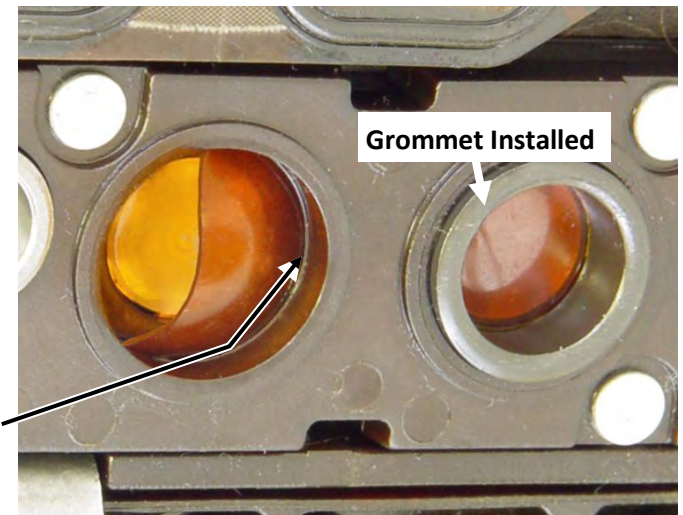
If they don't hold air, or you see they are visibly damaged, remove the rubber grommet, the damaged diaphragm and insure the switch contactor is in place. Pushing on the switch contactor, you should **feel** a noticeable click as you release pressure off the contactor.

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.

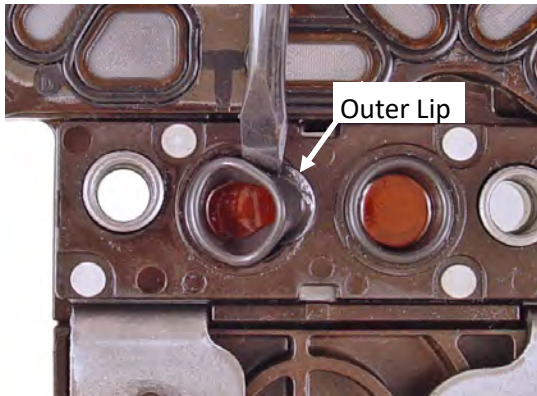
Continue on next page.



Pinching Diaphragm for installation.

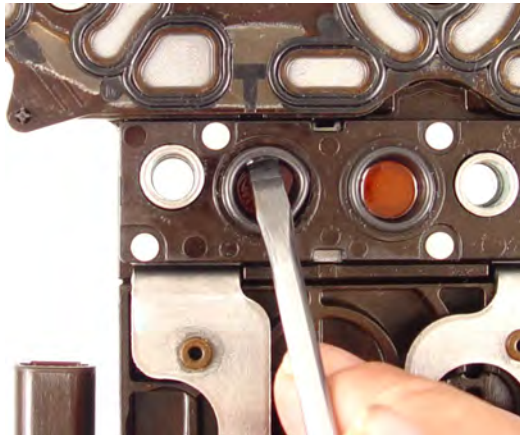


Pinched Diaphragm inserted into switch cavity and started under plastic frame.



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!

