

# SK® 6T70-G2 Fits 2013-on



## Corrects/Prevents/Reduces

Pressure Regulator and Actuator Feed System Malfunctions that lead to broken parts.  
Adds over boost protection, improves TCC stability.

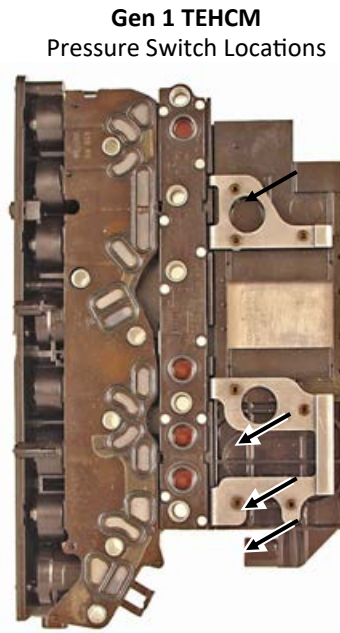
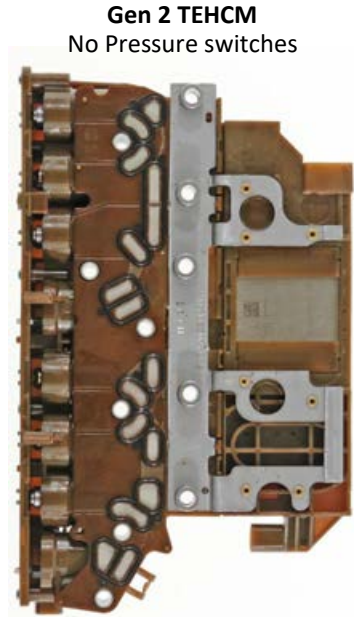
**This Product fits Gen 2 Vehicles Only!**  
Gen 2 TEHCM's Do Not Have Pressure Switches.

This kit does not fit Gen 1 Vehicles  
Gen 1 TEHCM's have Pressure Switches.  
Use Kit # SK®6T70-A 2007-2016

**Note:** This product requires TransGo® # **AFL-G2-TK** Tool kit to repair the Actuator Feed Limit Valve.



**AFL-G2-TK** Tool kit, works on 3 **different** transmissions  
Fits All **Gen 2 Vb's** 6F35's, 6T40's and 6T70's.



The **2013** model year can be a Gen 1 or a Gen 2 Transmission.  
Not sure what belongs in your 2013? Check the glove box for the list of RPO codes. MHM, M7U, M7V, M7W, or M7X are listed as Gen 2.  
**Be Careful!** As of 2/5/19, we have found models\* up to 2016 that are still Gen1. They have RPO codes of MH2 or MH4. There may be others.  
**All 6T70's:** The vehicle, the TEHCM type and the Transmission version are matched for Generation and Programming. Do not cross-mix them.

\*Impala Limited (Fleet Vehicle)

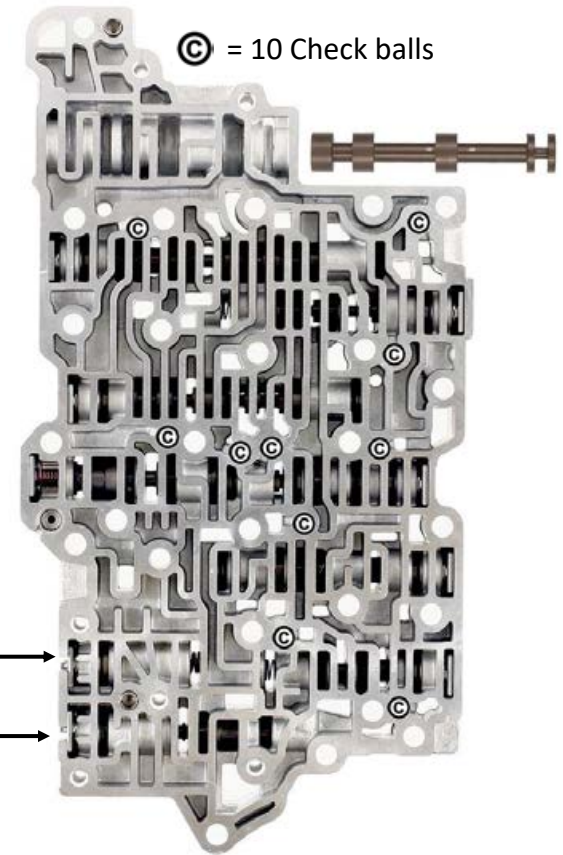
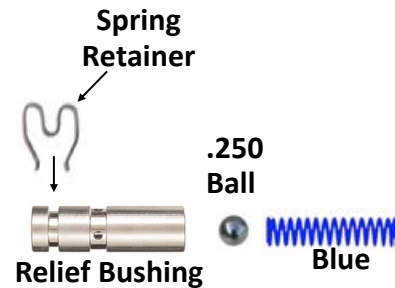


**Mr. Shift**

# Main Body Repairs (Front Side)

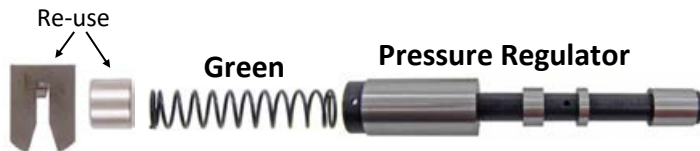
## Step 1.

Remove and discard original Isolator retainer, plug, valve and 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 and Measure original PR Valve's inner land.  
If it measures .303" proceed to Step 3.  
If it measures .314" Stop! It's a Gen 1 VB and this kit does not fit.



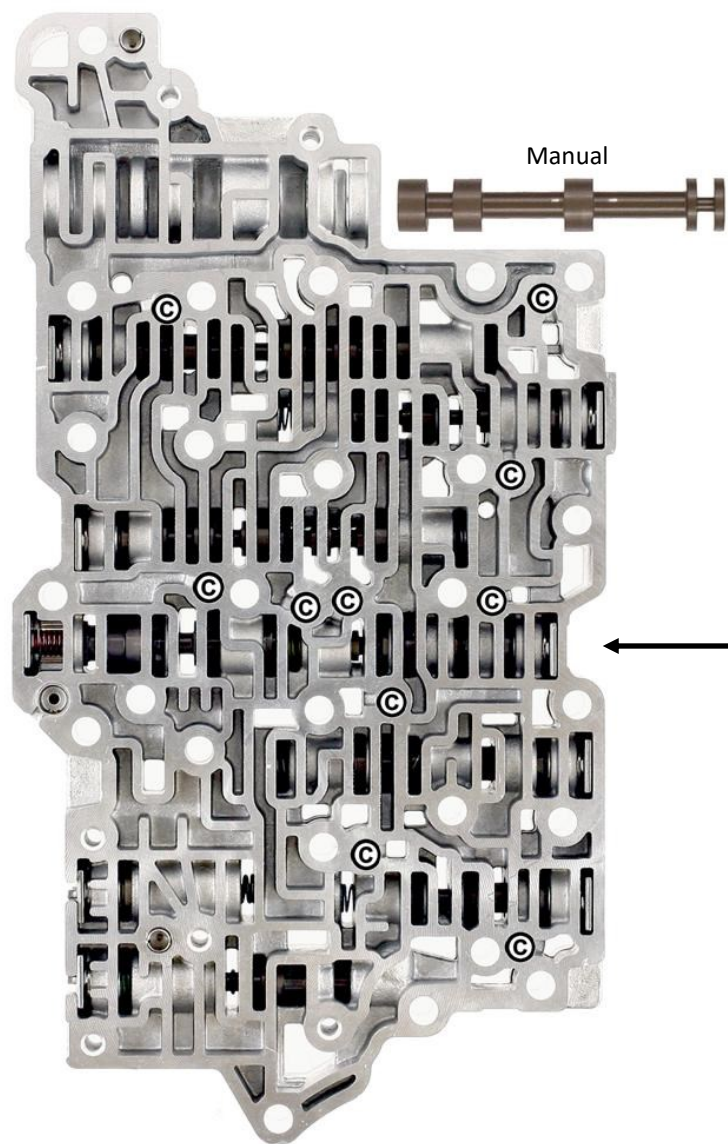
## Step 3.

If original PR measured .303" discard original Pressure Regulator valve and spring  
Install **New Pressure Regulator Valve**, New **Green** Spring, original end plug and retainer.

The new TransGo Gen 2 PR Valve has a positive internal balance circuit drilled thru the valve for faster and smoother regulation, it also has extended lands that seal in unused portions of the bore.

## Main Body Repairs Continued (Front Side)

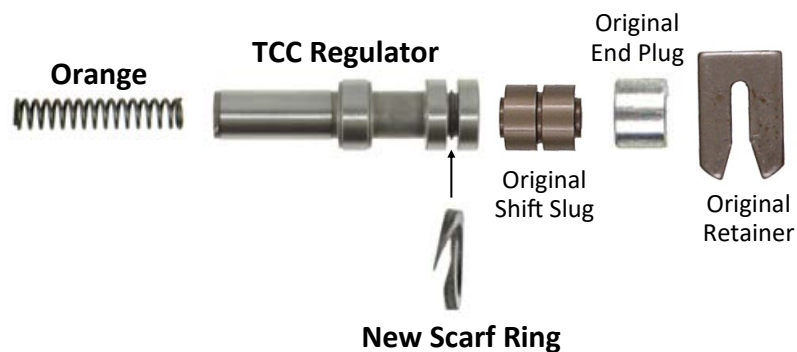
Ⓢ = 10 Check balls



### 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 and 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!**



**Read This First:**

Due to the new vent location in a Gen 2 Rear body and the amount of bore wear seen, the AFL leak can not be fixed with a “drop-In” solution for the Gen 2 Actuator Feed Limit Valve. To repair the AFL Valve bore a tool kit is also required: TransGo # **AFL-G2-TK** Tool kit



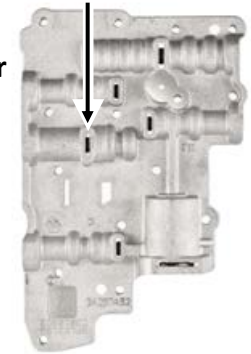
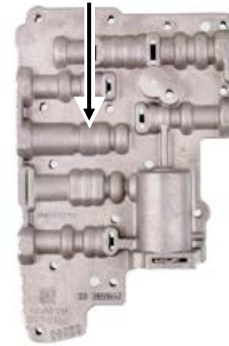
Tool Kit fits 3 **different** transmissions, just use the correct reamer guide.  
Fits All **Gen 2 Vb's** 6F35's, 6T40's and 6T70's.

**Step 1.** The **6T70 Gen 2** uses the “**No Groove**” reamer guide. Place the no groove guide into the bore till it stops, with the stepped end out as shown. Use lots of WD-40 and **low speed** on your favorite portable drill, let the reamer do the cutting until it bottoms in the bore. Don't force the reamer, bore finish and Reamer life require a slow inward movement and lots of WD 40.



Gen 1 Rear body has No Exhaust here

Gen 2 Rear body has Exhaust here

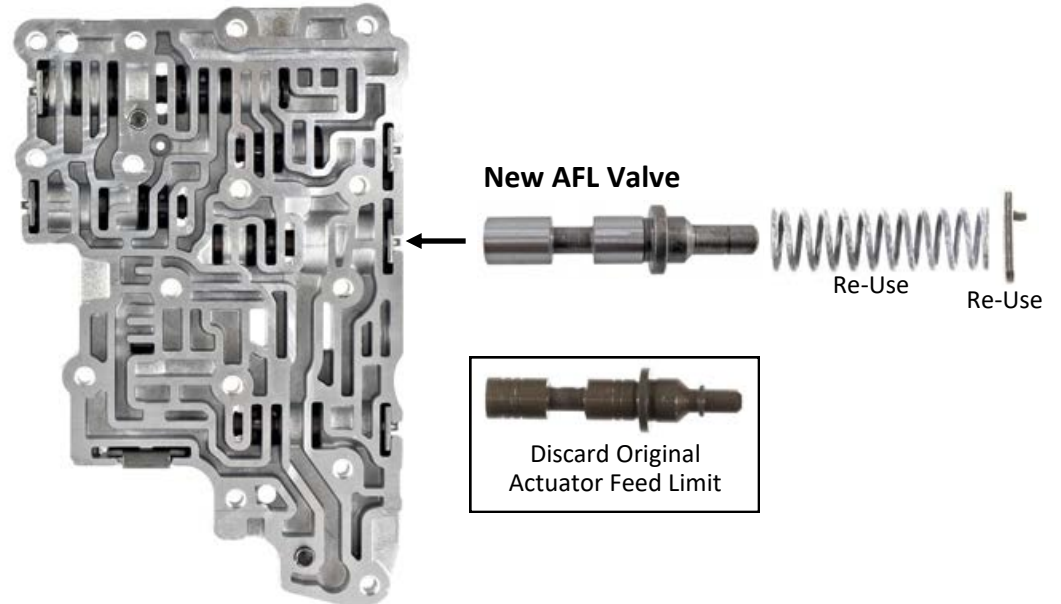


**Rear Body ID and Repair**

This kit only fits Gen 2 VB's

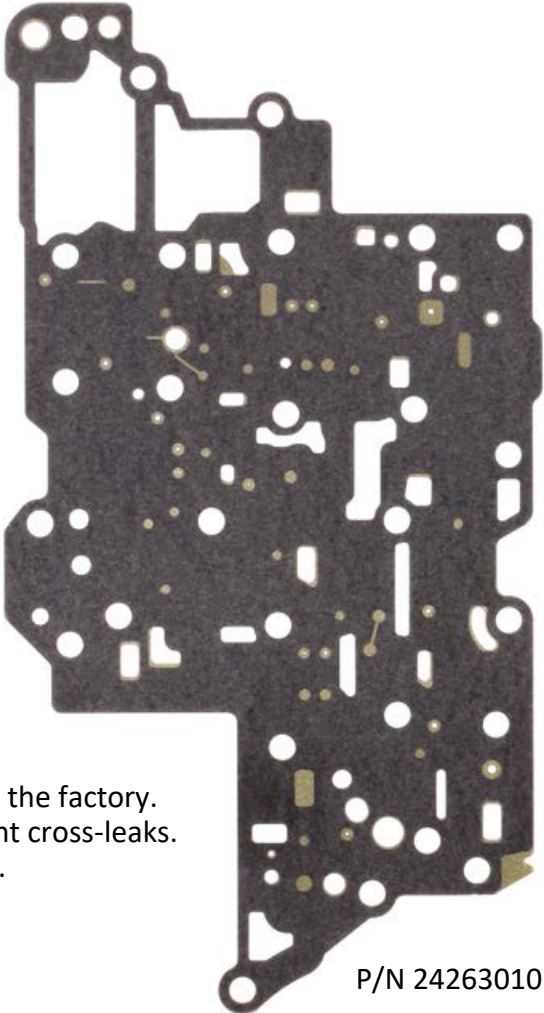
Drop in sleeves work great on Gen 1 casting. Drop in sleeves wont fix a worn Gen 2 casting.

**Step 2.** After reaming, clean the bore and the new AFL Valve furnished in this kit. Make sure the valve is free in the bore. Install the **New AFL Valve** and reuse original spring and retainer.



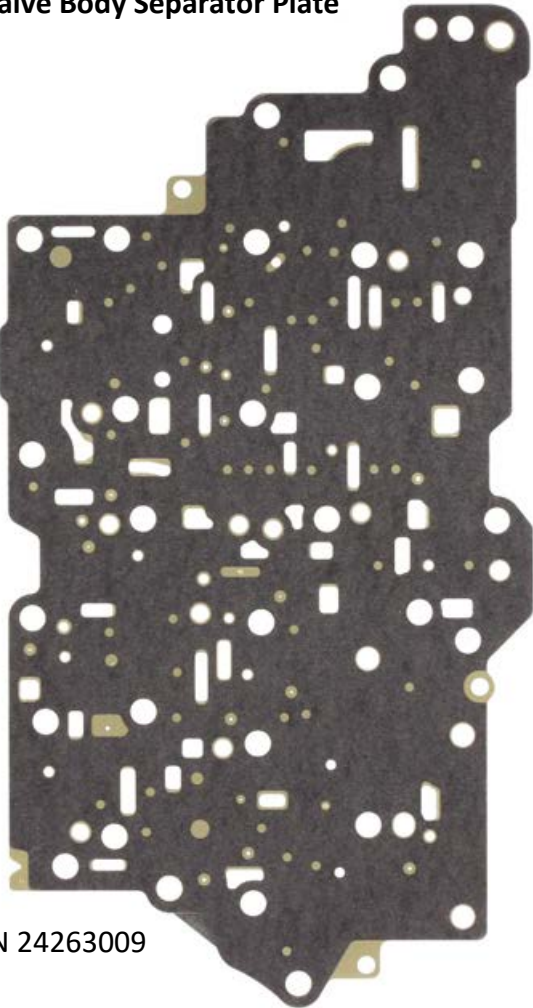
# Additional Information

Main Valve Body to  
Rear Valve Body Separator Plate



P/N 24263010

Channel Casting to  
Main Valve Body Separator Plate



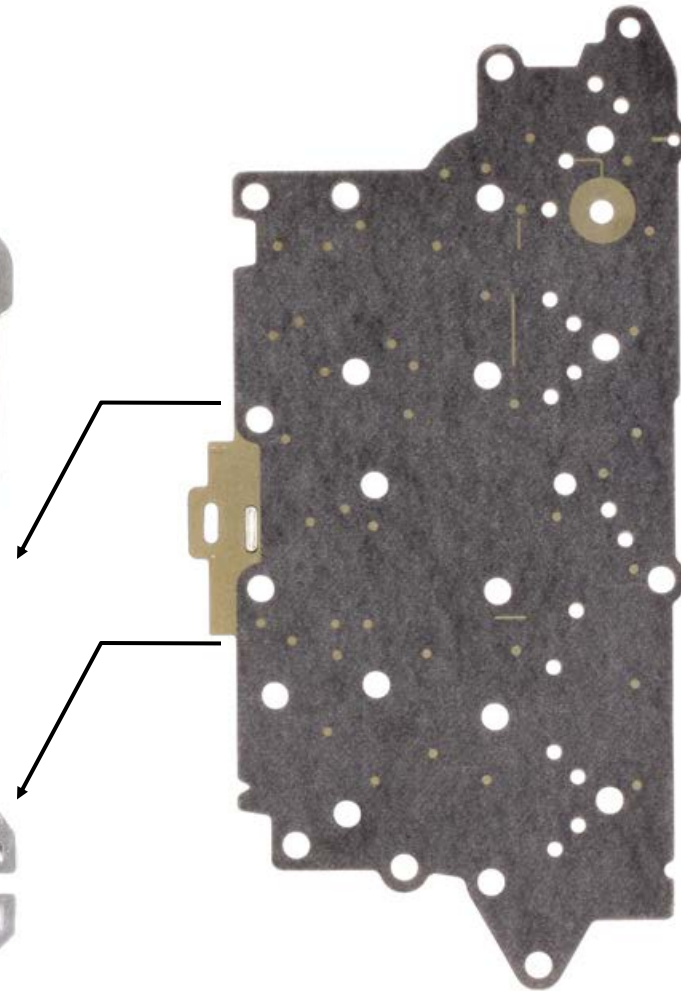
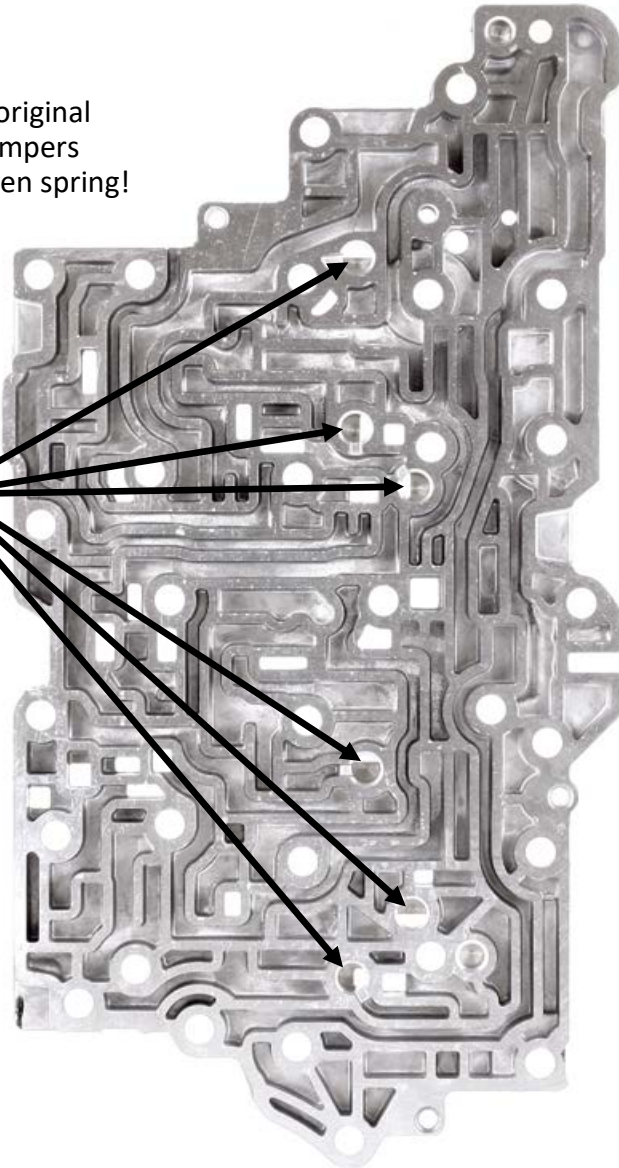
P/N 24263009

Gaskets are bonded to the plates from the factory.  
Replacement is recommended to prevent cross-leaks.  
No changes to stock plates.

# Additional Information

Front Channel Casting Rear Side Facing Main Separator Plate

Re-use 6 original  
Pulse Dampers  
Valve first then spring!



P/N 24265674

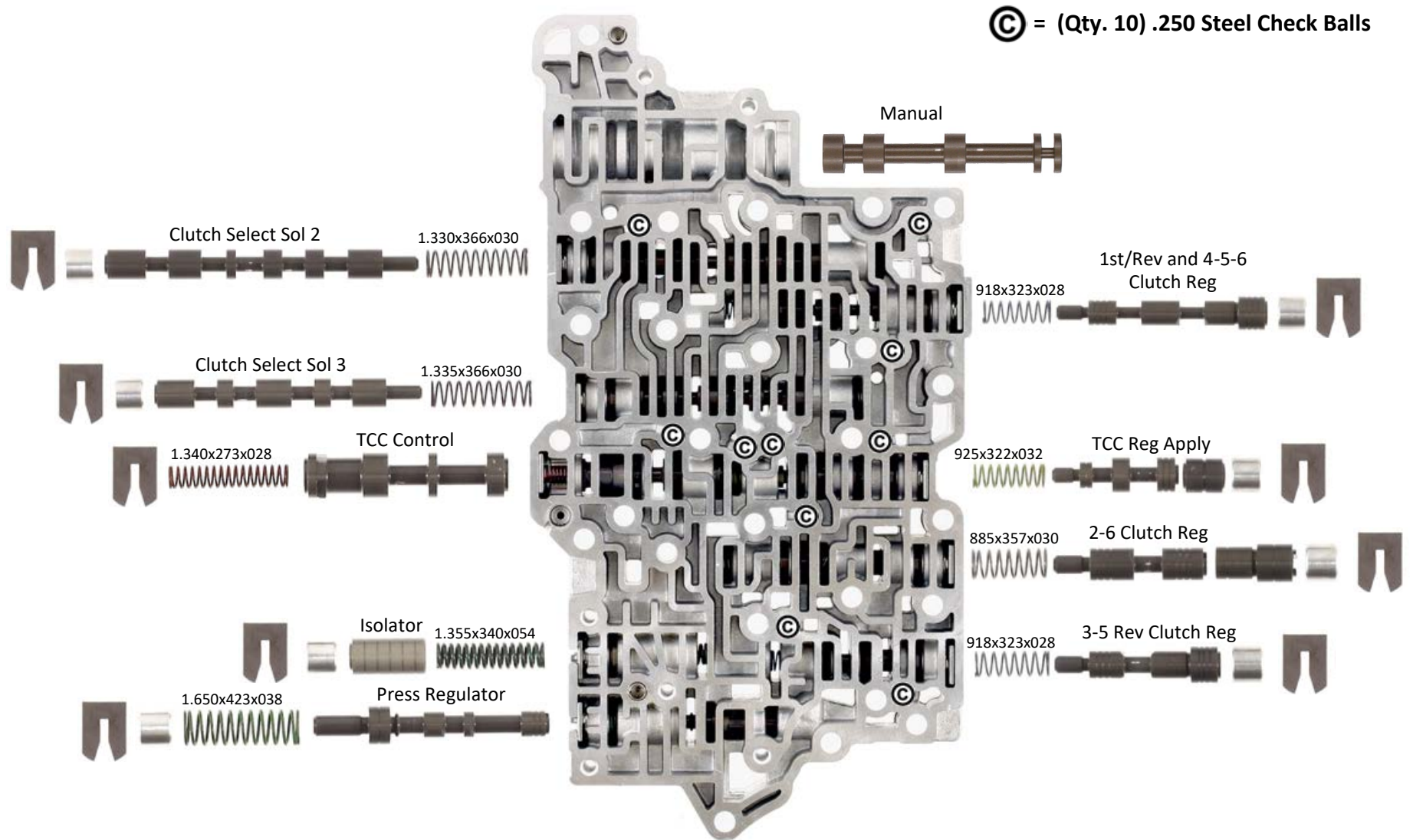
Front Steel Cover Plate (Rear Side)  
w/Bonded Gasket

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

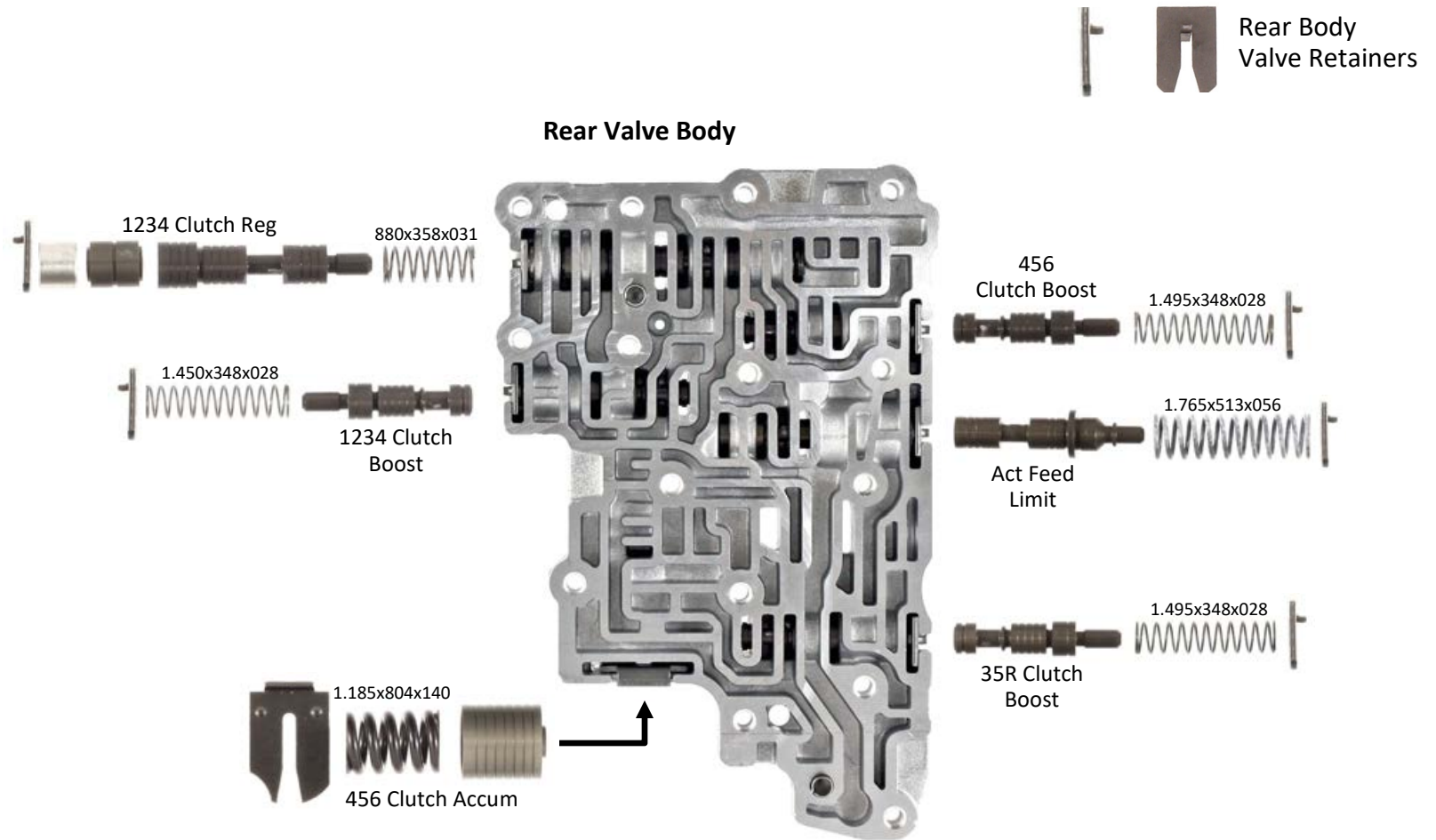
### 6T-PDP-TK

Repairs Worn Dampener bores on 6T70 Gen 1and2 and also 6T40 Gen 2and3.

# Additional Information



# Additional Information



For the latest product release information, product part numbers and distributor listings, log onto [www.transgo.com](http://www.transgo.com). Have a Great Day!



**Mr. Shift**