

SK® 8HP *Requires tool kit ZF8-AFL-TK*

Fits: GEN1 ZF 8HP45, 8HP55, 8HP70, 8HP90 and Chrysler 845RE

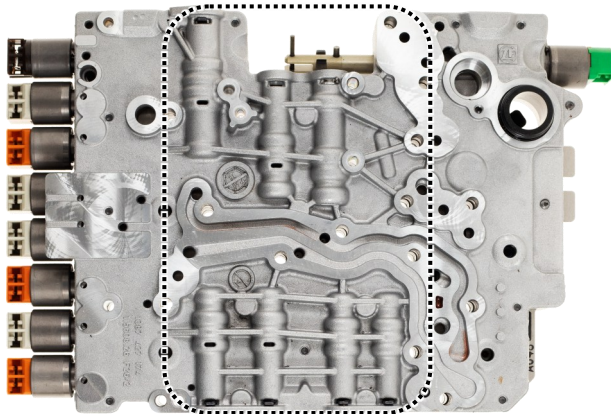
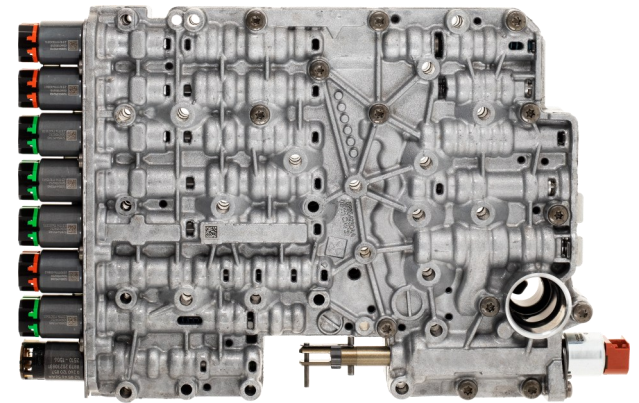
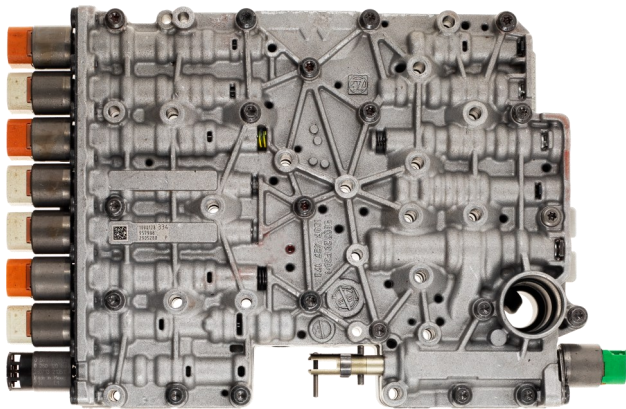
Does NOT fit GEN2 applications.



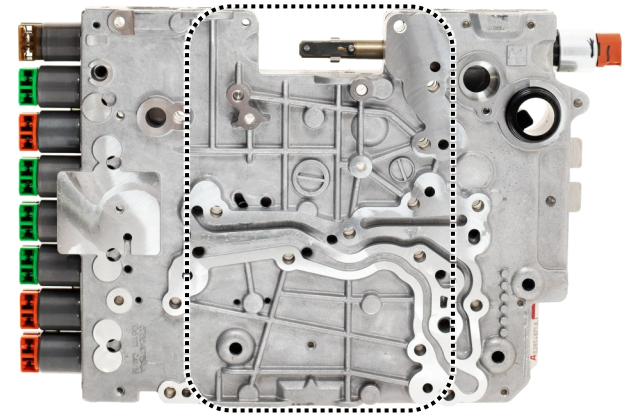
2621 Merced Ave. El Monte, CA 91733
Product Support (626) 443-7451

Corrects/Prevents/Reduces: TCC lining failures — Harsh, soft, and erratic shifts — Gear ratio codes — Solenoid performance codes.

First identify your valve body. This kit **fits GEN1** valve bodies which is easily identifiable by the presence of multiple valves in the upper casting.

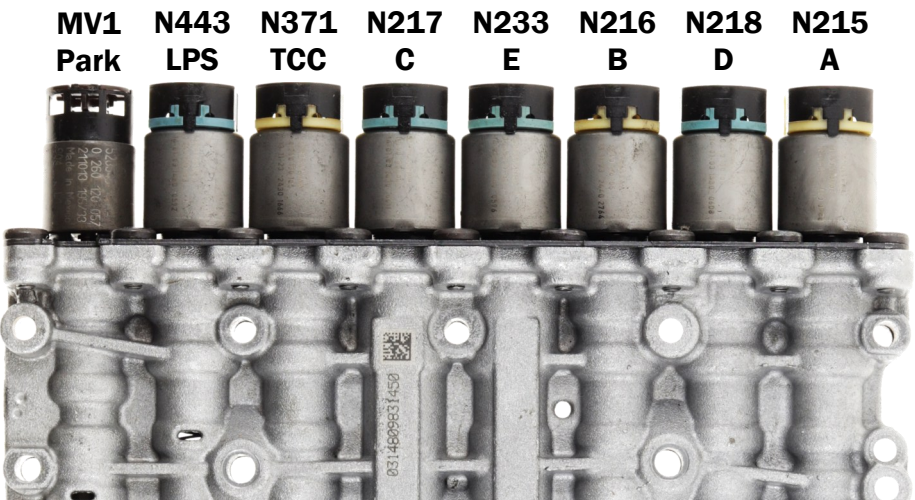


GEN1 has valves in upper casting.

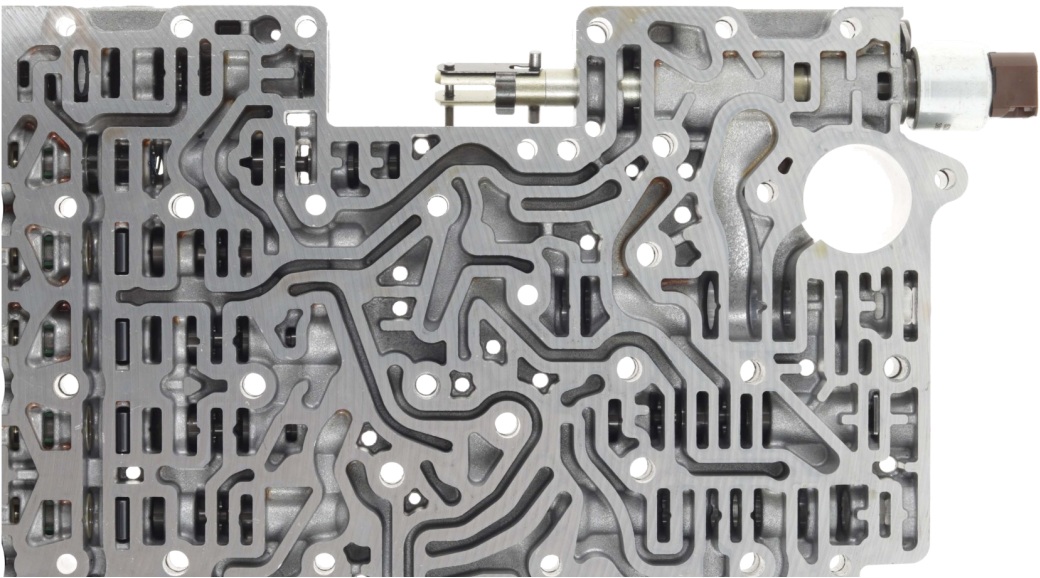
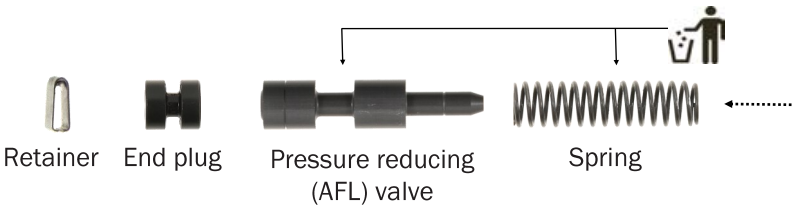


GEN2 no valves in upper casting.

1. Mark the solenoids before removing them so that you know now which solenoid goes where during reassembly, they have different flow rates. Next, remove the 9 #27 Torx® bolts, the solenoid hold down plate, and the 8 solenoids and set them aside.



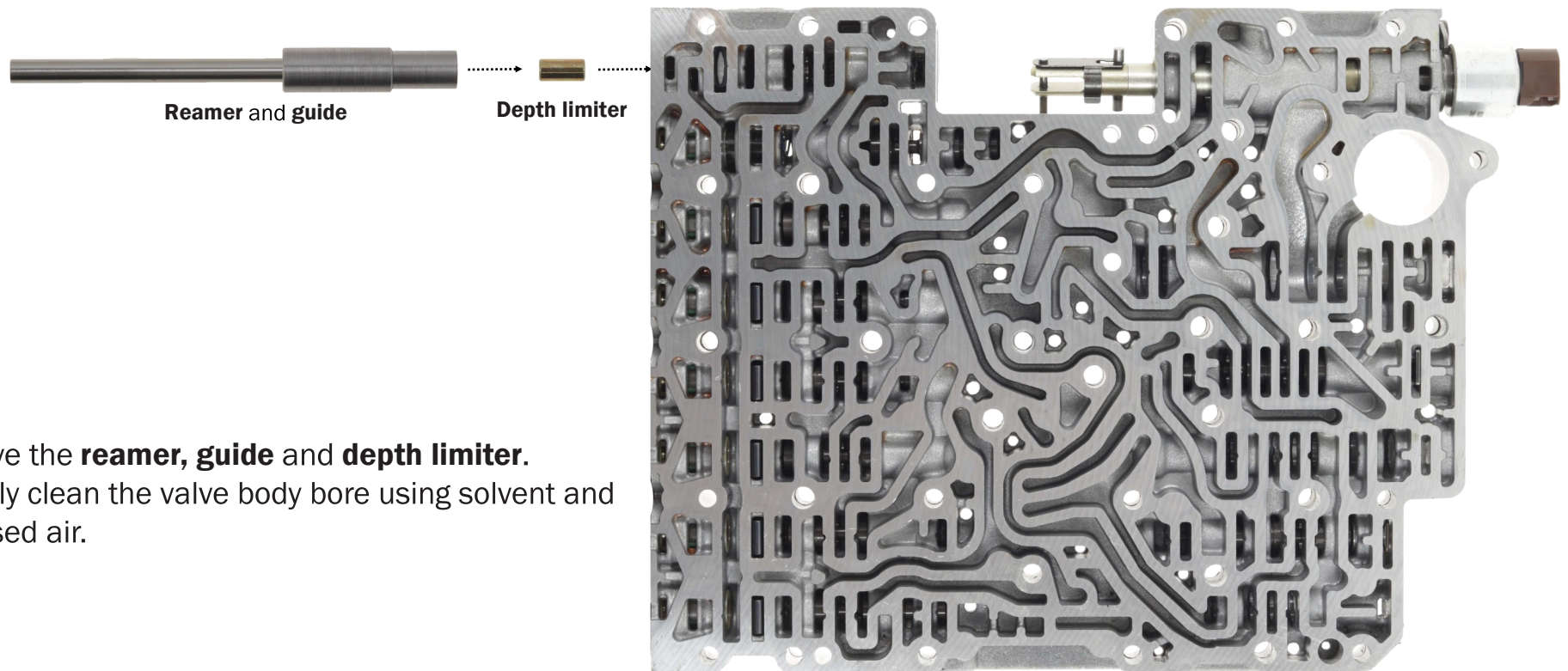
2. Remove and discard the original pressure reducing (AFL) valve and spring, keeping the end plug and retainer for later.



3. Slide the **guide** onto the **reamer** in the direction shown in the image below.

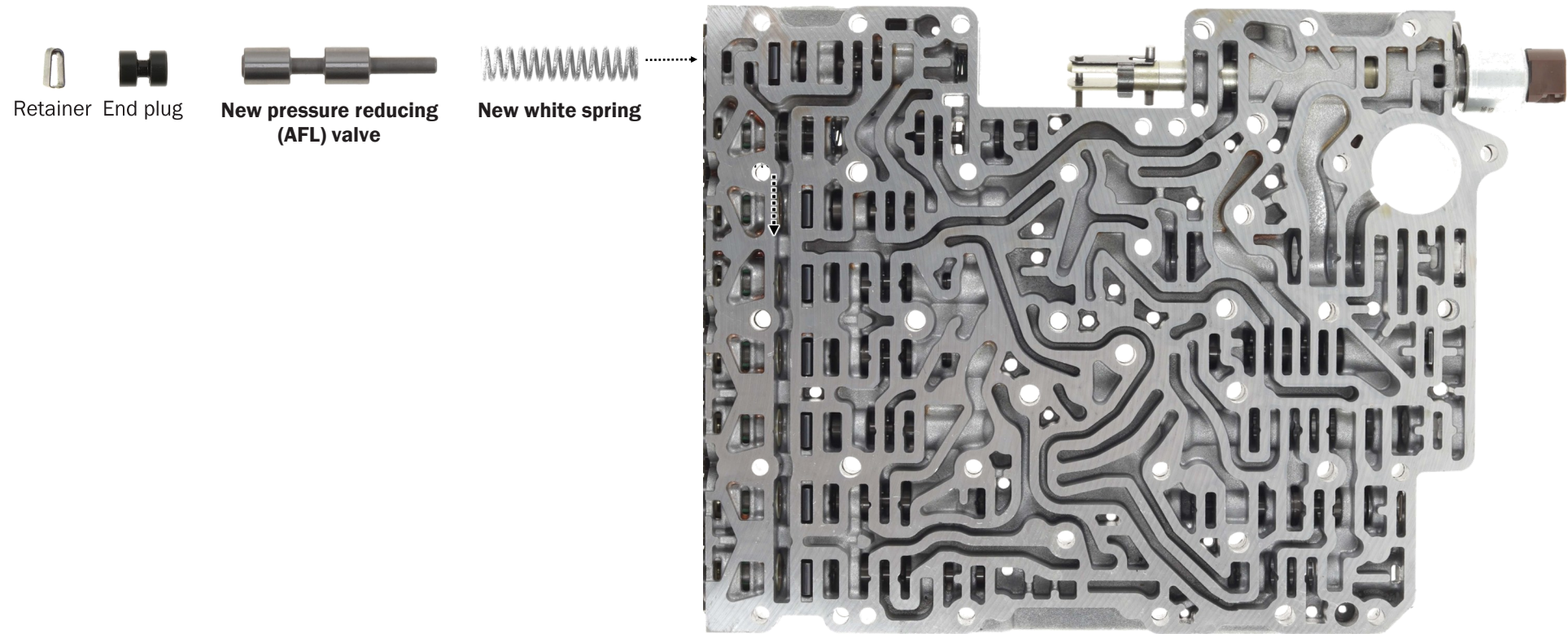


4. Insert the **depth limiter** into the valve body, followed by the **reamer** and **guide** (assembled in Step 3) into the valve bore. Apply plenty of WD-40® and, using a hand drill at low speed, allow the reamer to cut naturally until it bottoms out on the guide—do not force it!

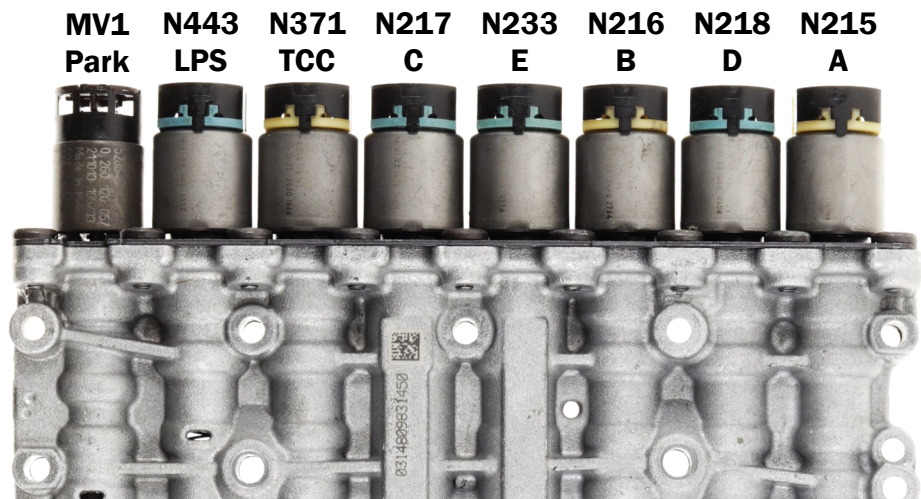


5. Remove the **reamer**, **guide** and **depth limiter**. Thoroughly clean the valve body bore using solvent and compressed air.

6. Install the **new white spring, new pressure reducing (AFL) valve**, original end plug and retainer in the bore.

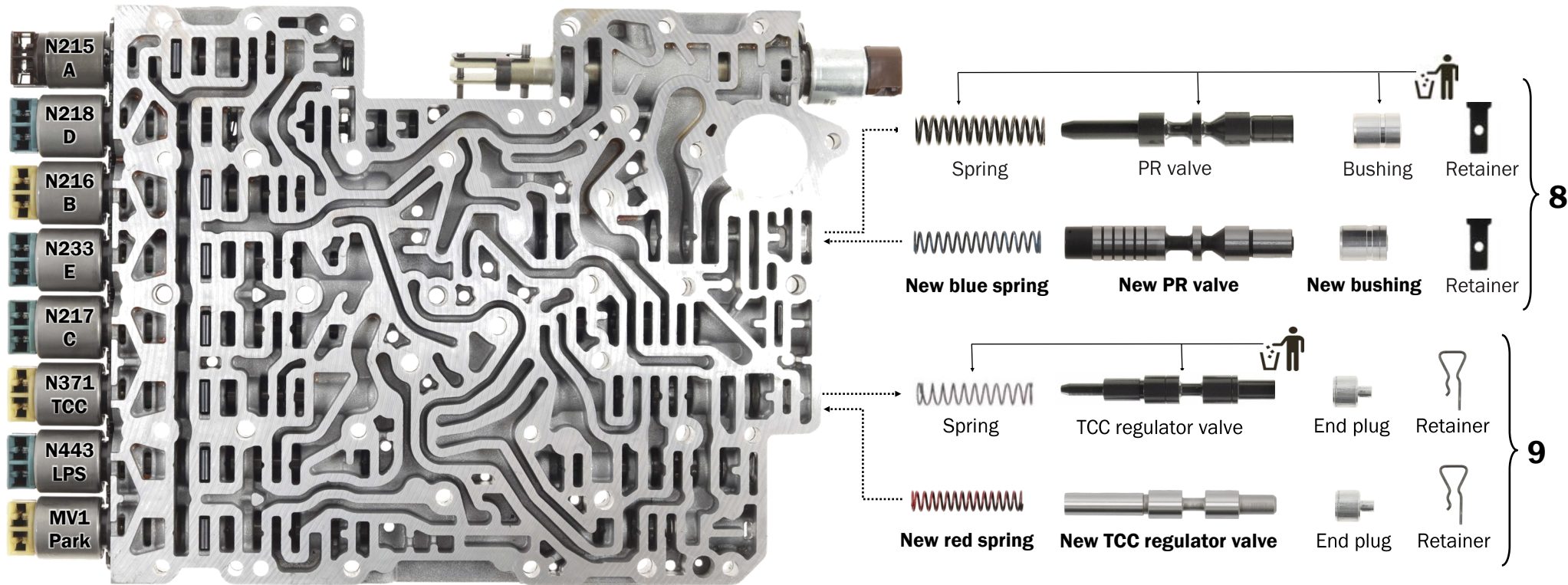


7. Reinstall the solenoids back into their original locations, then install the retain plate and the 9 #27 Torx® bolts, torquing them to 70 lb.in.



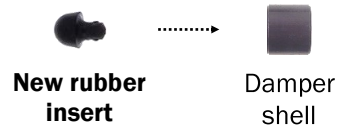
8. Remove and discard the original spring, PR valve, and bushing, saving the retainer for later.
Install the **new blue spring**, **new PR valve**, **new bushing** and original retainer in the bore.

9. Remove and discard the original spring and TCC regulator valve, saving the end plug and retainer for later.
Install the **new red spring**, **new TCC regulator valve**, original end plug and retainer in the bore.

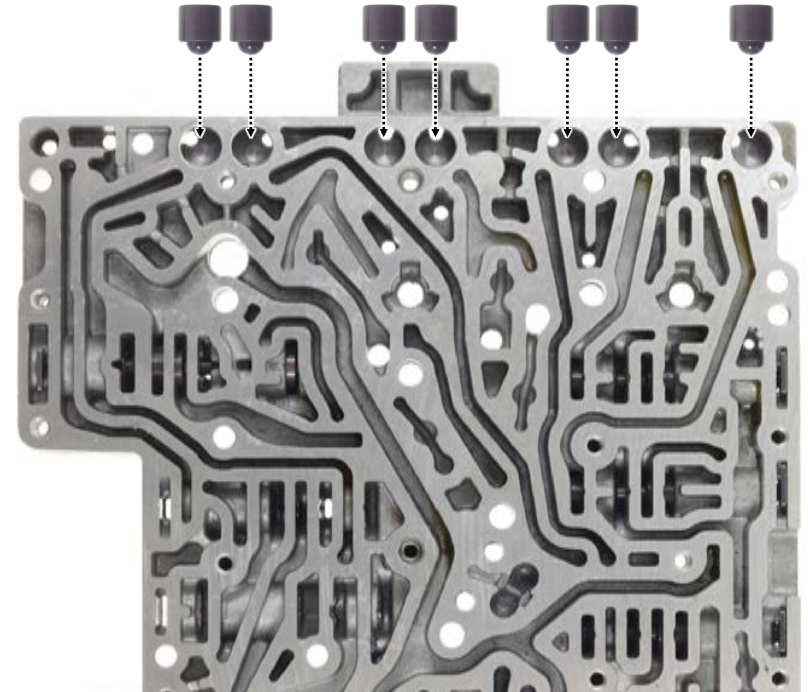


Note: It is common for the tip to break off the retainers, so if you find broken ones. We include two **new gold retainers**.





10. Replace the rubber inserts inside the pulse damper shells with the **7 new rubber inserts** provided.



Listen up!

Once done with the installation, always clear all DTCs and adapts, then perform the relearn procedure using a capable scan tool. Follow the instructions provided by the tool. The procedure will not be completed or will abort if the fluid temperature is not within the correct range, if there are any codes, or if any other conditions listed in the procedure instructions are not met.

Next, conduct an extensive road test to allow for the fine-tuning of each shift. The transmission adapts best under normal driving conditions, so avoid extremely light or heavy-footed driving. **NOTE: we have found that 8HP's have to be driven more than most vehicles to complete the relearn.**

If one or more gear changes do not smooth out, verify that the transmission is at normal operating temperature and that there are no engine, transmission, traction control, or anti-lock DTCs. Numerous codes can cause the computer to pause adaptation. Finally, ensure the vehicle is neither low on fuel nor has a completely full tank. Adaptation may not occur if the fuel level is not between 1/4 and 3/4 of a tank.

ZF8-TCREG-OS *Requires tool kit: ZF8-TCREG-TK*

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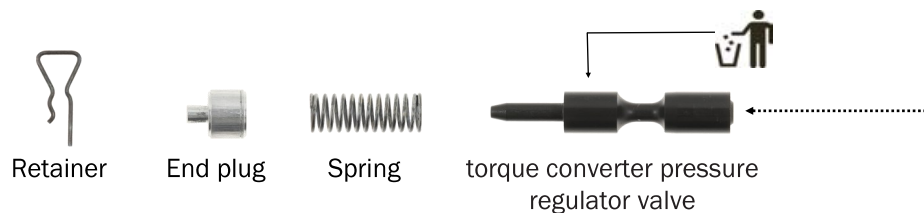
Does NOT fit GEN2 applications.



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Corrects/Prevents/Reduces: Low cooler flow — Lack of lube — Overheated converter — Delayed engagement — Loss of power.

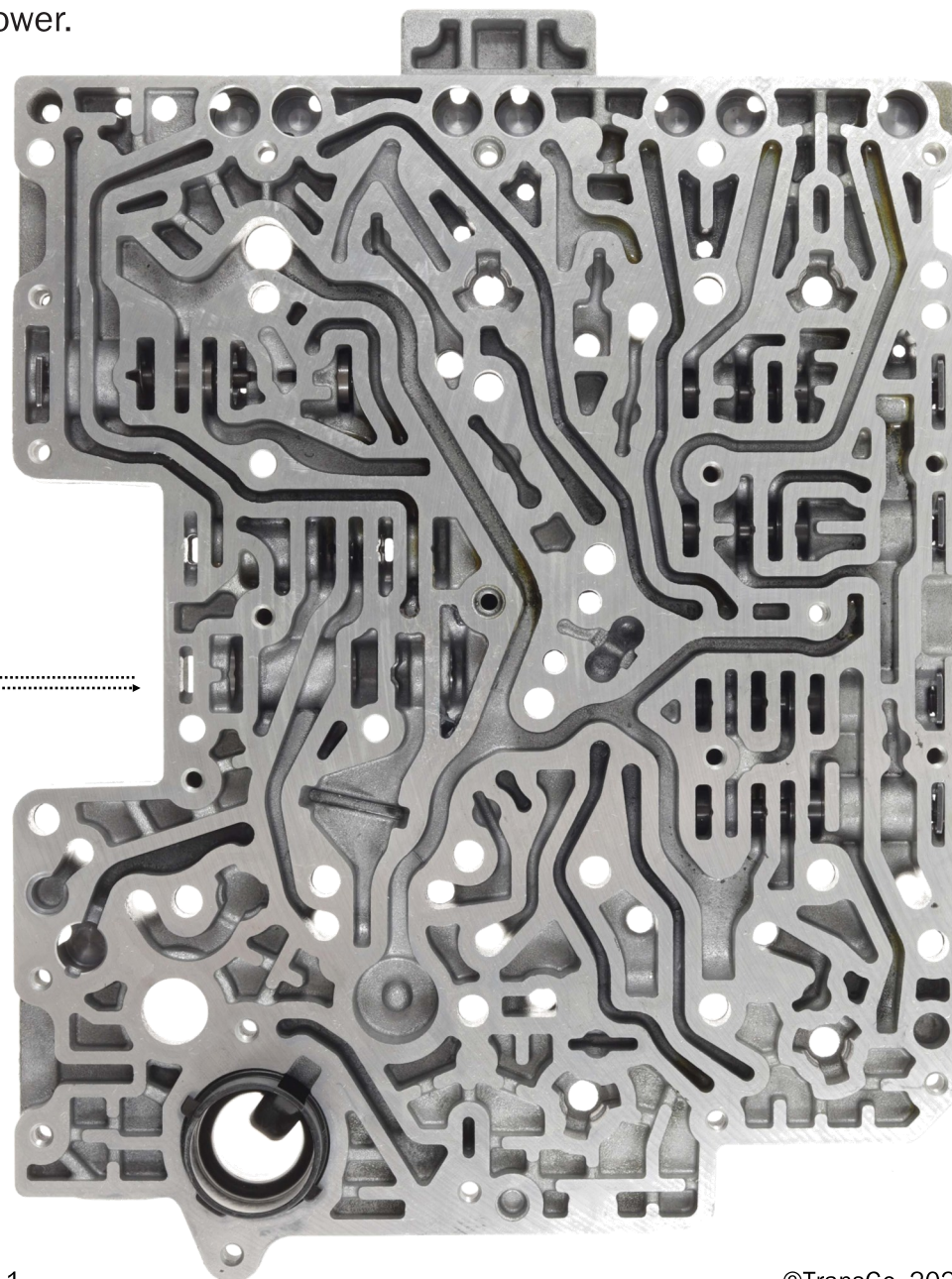
1. Remove and discard the original torque converter pressure regulator valve, keeping spring, end plug and retainer for later.



2. Slide the **guide** onto the **reamer** in the direction shown in the image above.



3. Install the **reamer** and **guide** (assembled in Step 2) into the valve bore. Apply plenty of WD-40® and, using a hand drill at low speed, allow the reamer to cut naturally until it bottoms out—do not force it!



4. Remove the reamer and guide. Thoroughly clean the valve body bore using solvent and compressed air.

5. Install the **new converter regulator valve**, original spring, end plug and retainer in the bore.

