

SK[®] VW-01M

1995-2004 Volkswagen 01M

Reduces/Corrects/Prevents

Kills Engine, Rough Lockup, Soft 1-2,
2-3 Cutloose, Excessive or Runaway Pressure

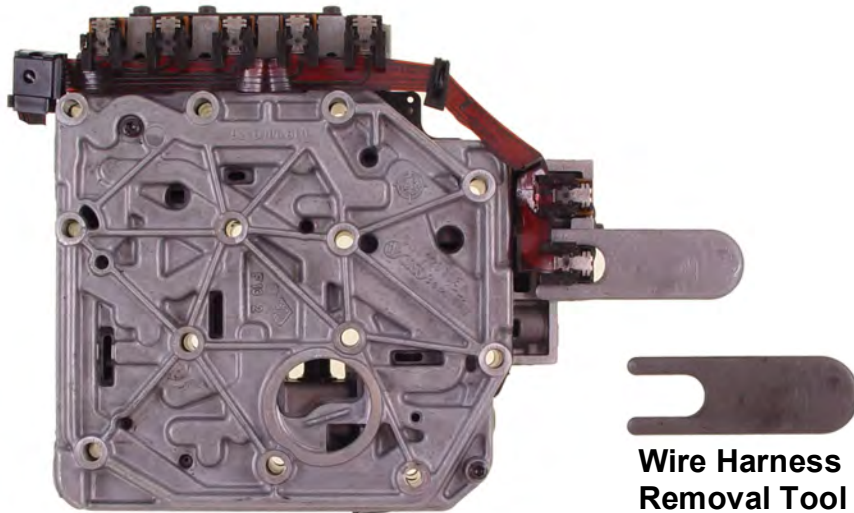
Solves worn Pressure Regulator bore issue without Tools!

NEW Tunable Boost Regulator System

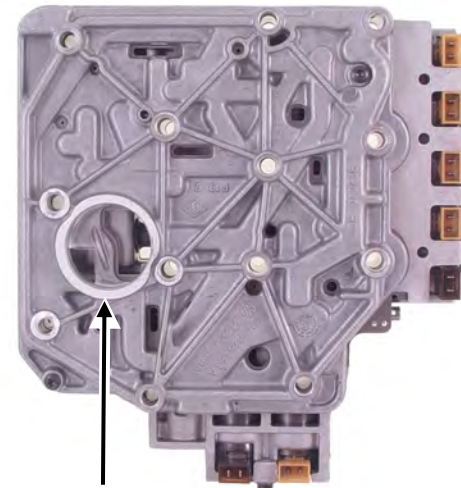
We Heard You! Here's our solution for an expensive problem!

A lot of solenoid electrical codes are due to the harness. Use care in removing and installing it! An Aftermarket non-ribbon harness is available that works great.

Use wire harness removal tool as shown. Gently pry tool up and wiggle it as you do.

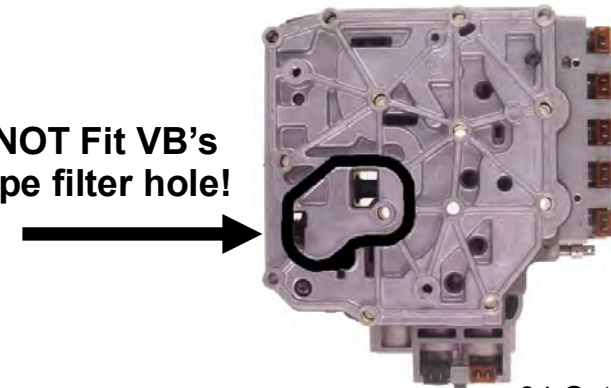


ID Your VB First!



This kit fits: 1995-2004 VB's WITH round filter hole!

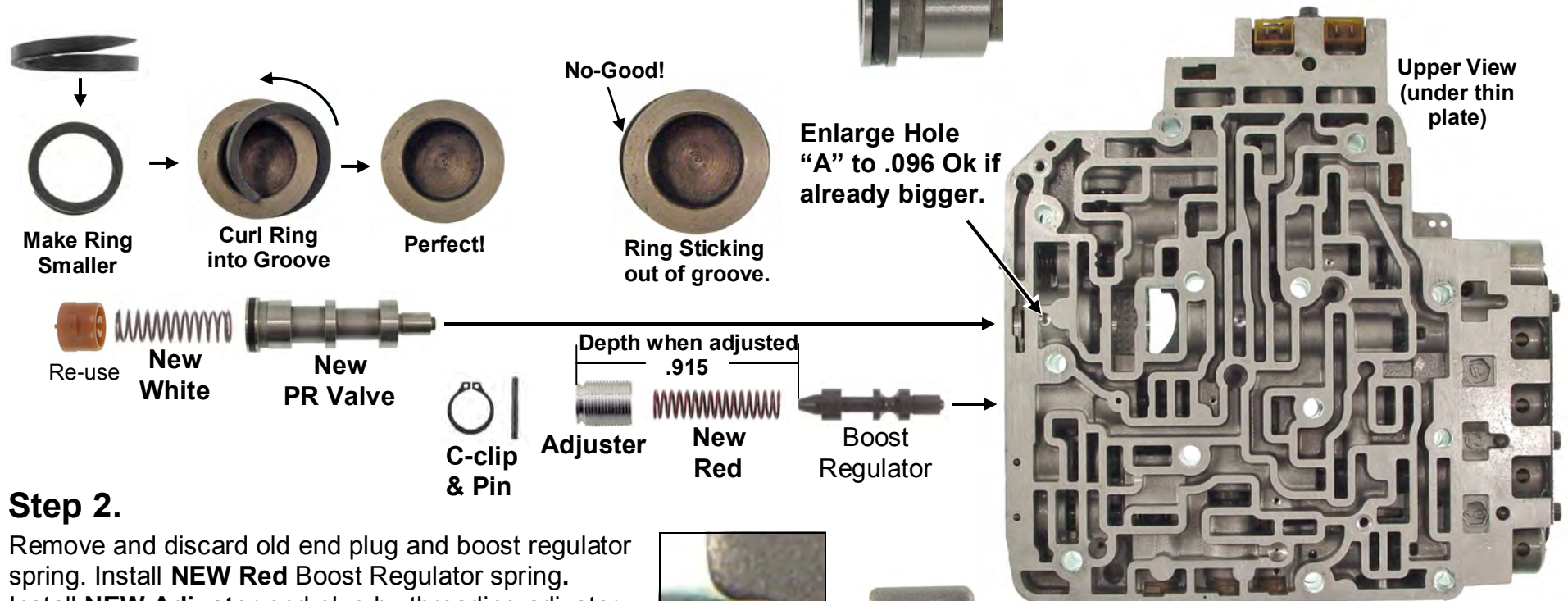
This kit will NOT Fit VB's with this Shape filter hole!



Step 1.

Remove PR Valve, Spring and End Plug. Drill hole "A" .096 and clean bore. Install Scarf-cut Ring on **NEW PR Valve**.

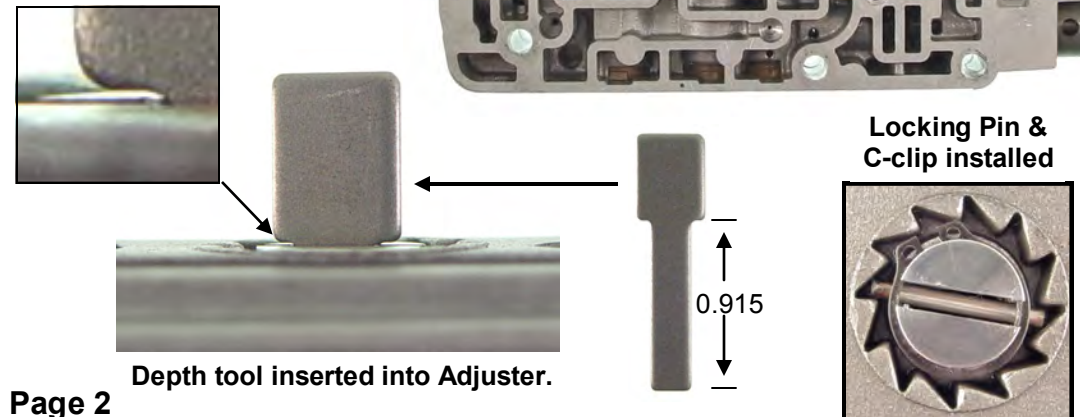
Here's how: With your fingers, overlap the cut ends and squeeze ring into a smaller diameter than the valve. Then insert one end of ring into groove and curl ring around valve until seated. Do **NOT** spread ring open to install! Stand VB up & wiggle PR valve into bore. It **WILL** drop right in! Install **New White** PR Spring and original End Plug.



Step 2.

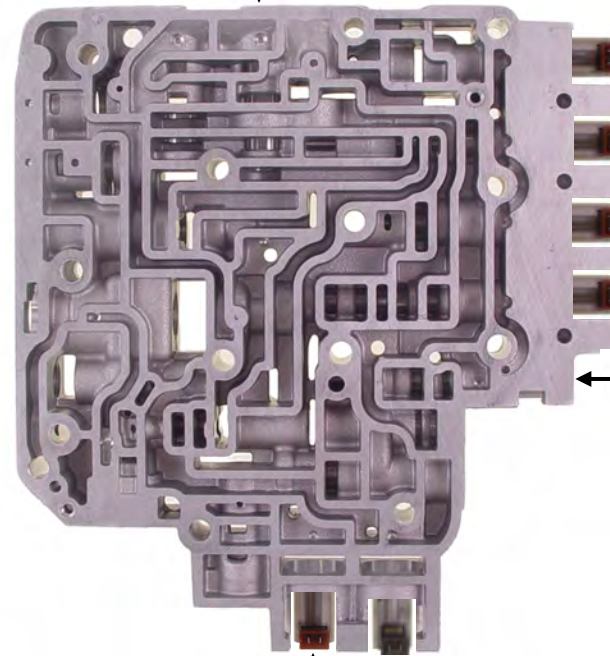
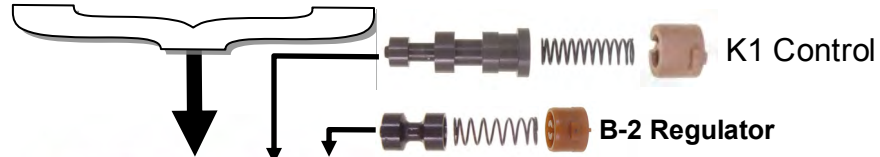
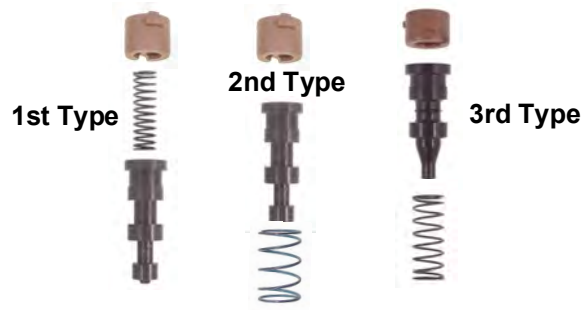
Remove and discard old end plug and boost regulator spring. Install **NEW Red** Boost Regulator spring. Install **NEW Adjuster** end plug by threading adjuster in until outer edge on depth tool appears just above outer surface of adjuster end plug. You can also use the handle end of caliper set to .915.

Install **NEW Retaining Pin** in slot. If it doesn't line up with notches in VB, turn Adjuster end plug slightly until pin lines up with closest notches. Install **C-clip** in groove on end of **New Adjuster** to retain pin.





Don't Break These Plugs!
They turn approx 1/4 turn
and only in one direction!



Step 1.
Install New Lock-Up
Bushing & Valve



Step 2.

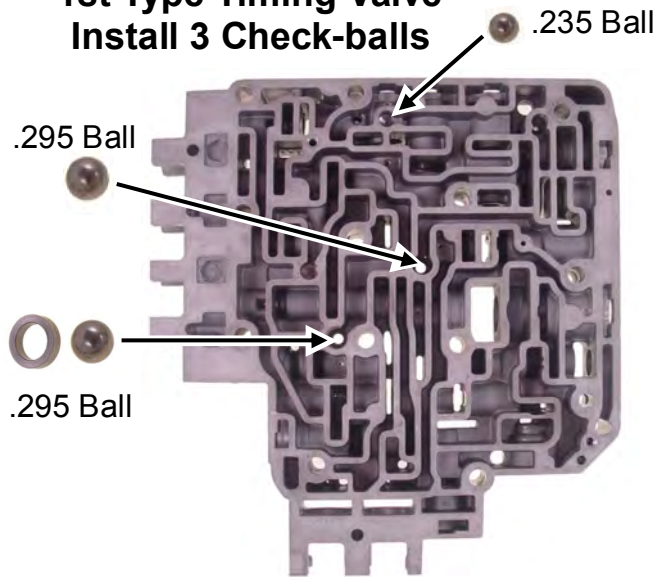
Remove and Clean one at a time:
B-2, K-1, K-3 Regulator Valves & Timing
Valve. **Don't skip this step!**

EPC solenoid function is critical to shift
quality and long term durability.

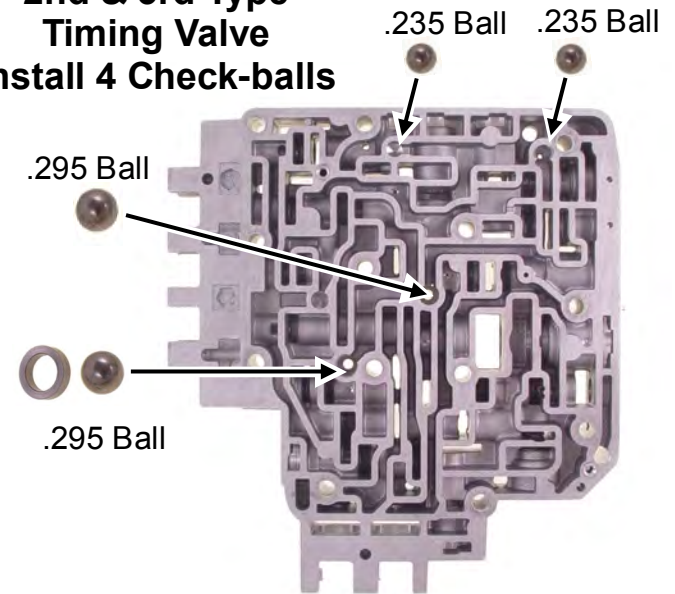


Have a nice day!

**1st Type Timing Valve
Install 3 Check-balls**



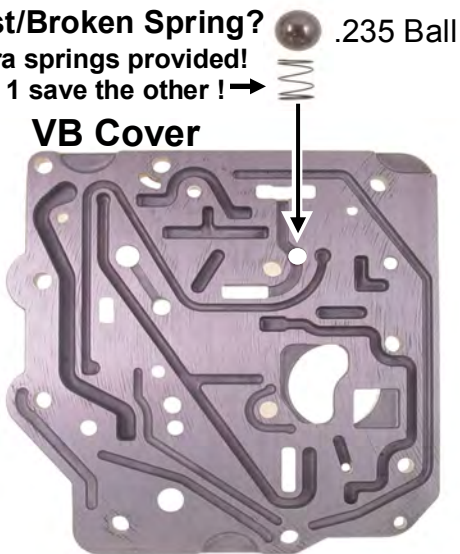
**2nd & 3rd Type
Timing Valve
Install 4 Check-balls**



Lost/Broken Spring?

Extra springs provided!
Use 1 save the other! →

VB Cover



Boy did this trans give us a kick in the pants. However, with patience, comes understanding and we learned a great deal about what is REALLY important to making this unit a happy camper! After listening to Techs like you on the phone, we knew we needed to make an inexpensive but effective fix for the excessive line complaint that just wrecks the way this unit works. Trying to come up with a solution for that and allow for some tune-ability for shift feel took a bunch of midnight oil burning but we are thrilled with the results. We would like to thank the shops that provided the “sick” valve bodies and feedback that allowed this product to mature into something we are proud to release. As techs in the field your feedback is always primary to what we create. Let us know how your doing!

Boost Regulator Adjusting:
Tuning Shifts: If AFTER relearn & road test you find the shifts are too bumpy, remove C-clip & locking pin and back off adjustment 3 notches. Too Soft or flare on shifts go in 3 notches. Re-road test.

The Tech Team