

SK®6F35-A Fits: 2009-2013.5 All with Gen 1.

Corrects/Prevents/Reduces

2-3 Cut-loose, No Reverse, Ratio Codes, Fixes Solenoid AND TCC Regulator Valve Function- **No Special Tools Required!** Includes New Improved Main Plate replaces original plate damaged by check-balls Also includes 2 *Main* Separator Plate Gaskets. (Ok to re-use original bonded Case plate if not damaged.)

Which Generation do I have? See page 2 first.

Do yourself and your customer a favor:

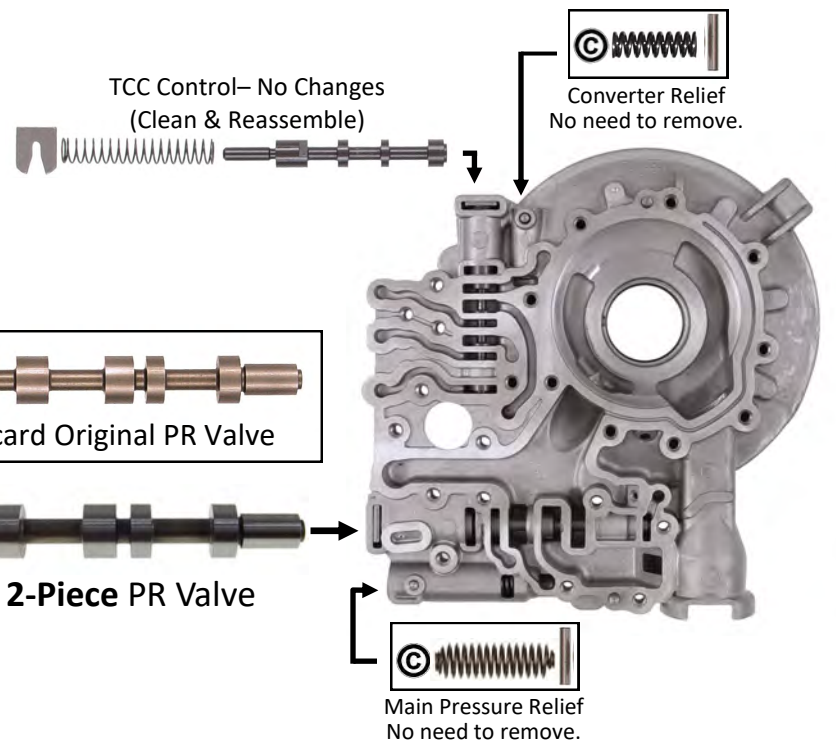
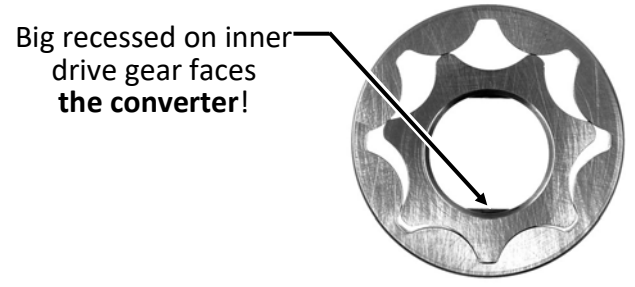
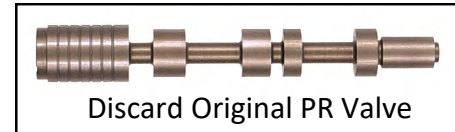
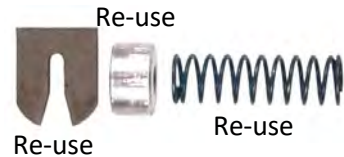
If the trans came in with the Lockup (TCC) failed, the converter material is **PACKED IN THE SOLENOIDS!** Replace the solenoid body with a new Ford Body. A New Ford Solenoid body comes with a new solenoid strategy number to be installed into the computer. Note: May require a Ford tool to install it.

Step 1 Remove original PR valve. Save spring, end plug and retainer. Clean bore and test fit the new 2 piece PR valve for free movement. If ok, remove and do final cleaning of new valve and bore. Use ATF to lube new Valve.

Step 2 Clean & Install **New 2-piece** PR Valve. Reuse *Original* Spring, End plug & Retainer.

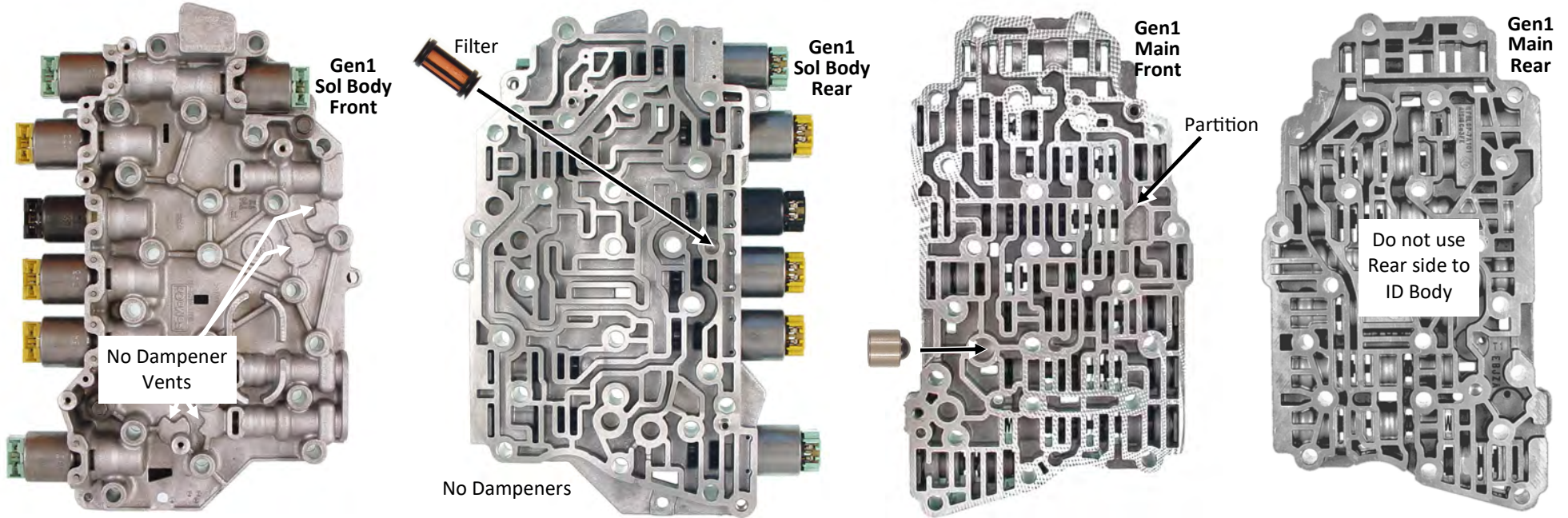
Good News!

The **New 2 Piece** PR Valve reduces sticking, restores the function and reliability of the Pressure Regulator system. A quick & simple fix!

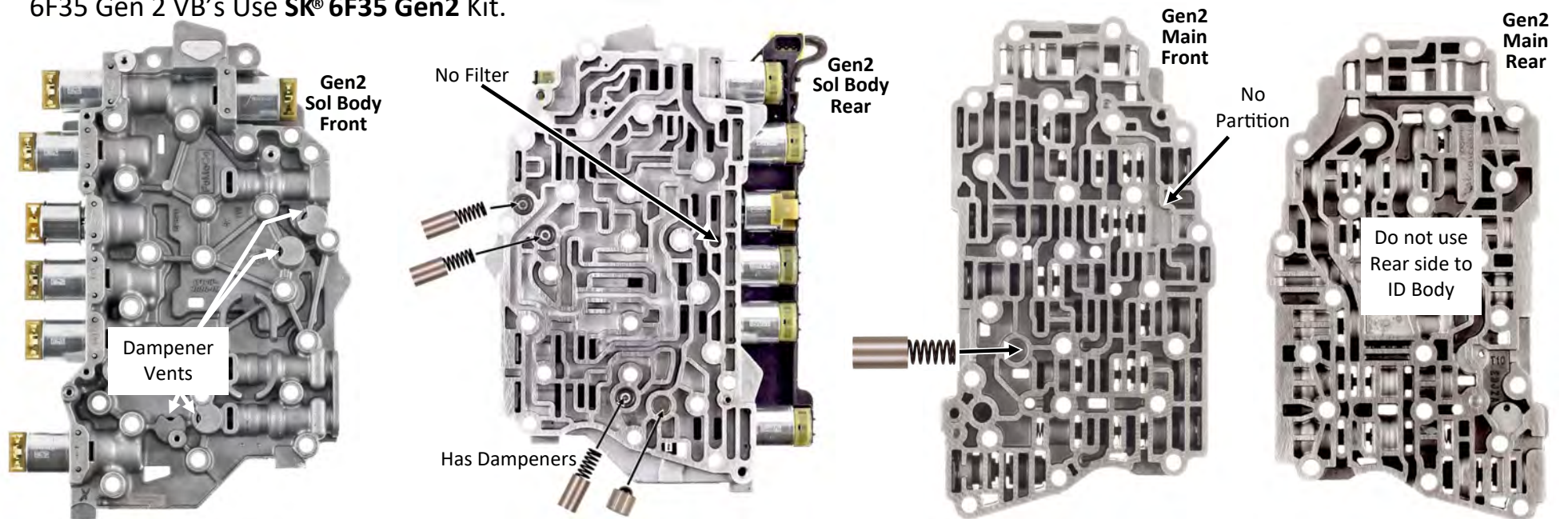


ID your V.B first! Use the correct product! Do Not Cross Mix Generations!

6F35 Gen 1 VB's Use SK® 6F35-A Kit.



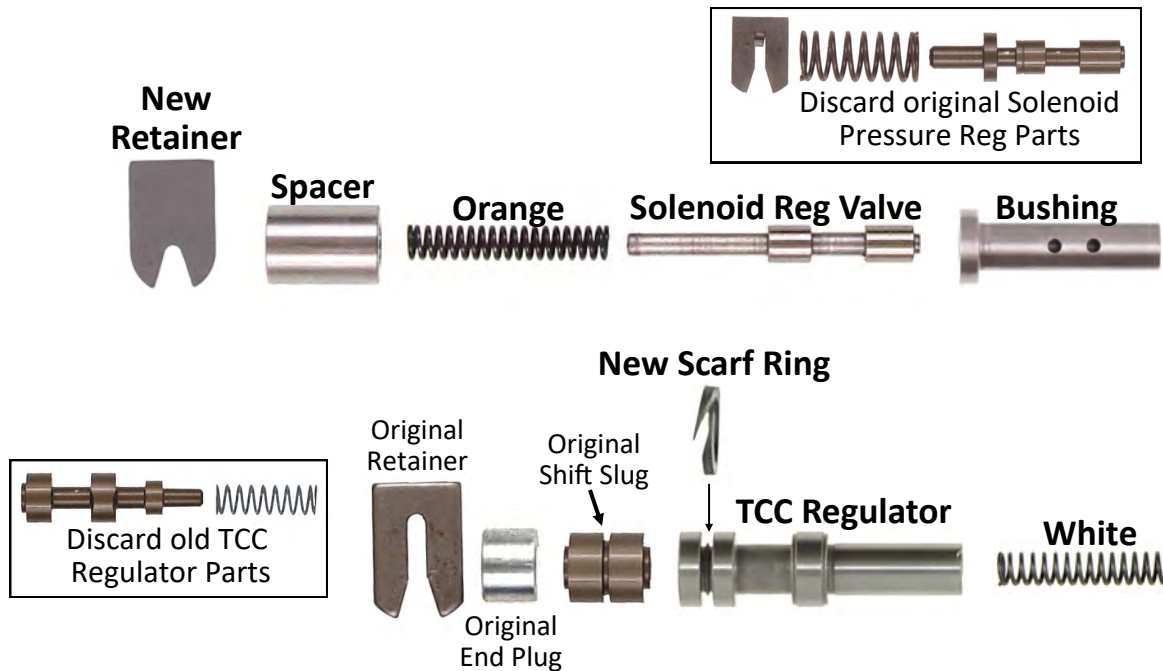
6F35 Gen 2 VB's Use SK® 6F35 Gen2 Kit.



Main Body Repairs

Step 1

Discard original Solenoid Pressure Reg parts and install **NEW** Bushing, Valve, Orange Spring, Spacer and Retainer provided.



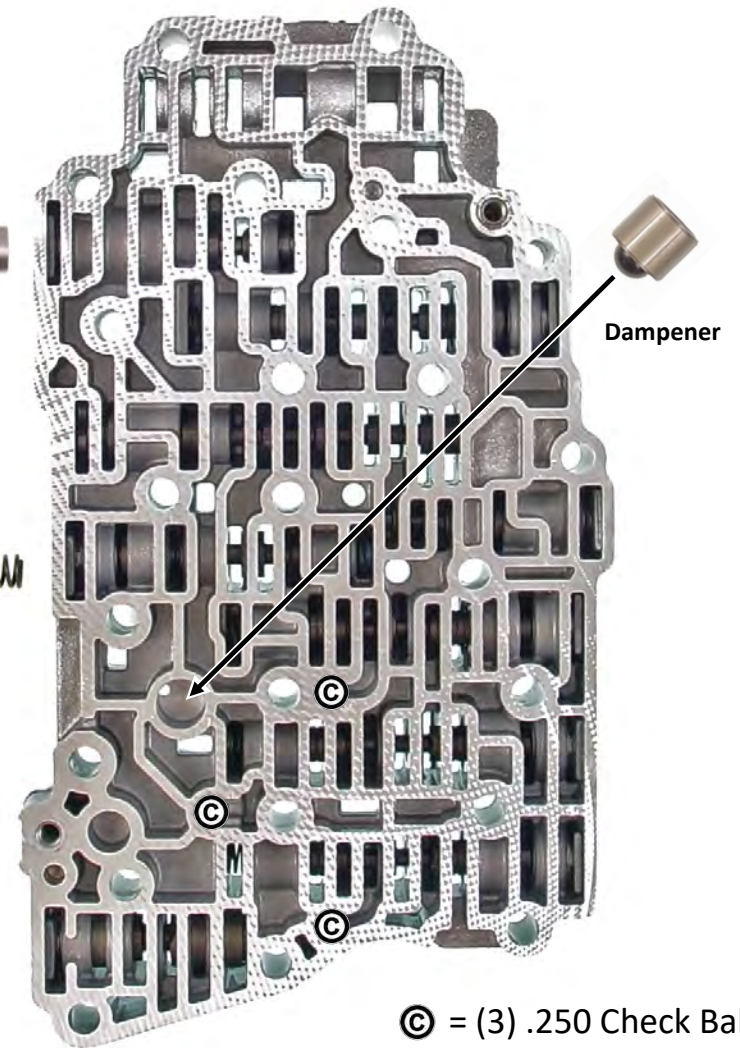
Step 2

Discard original TCC Regulator Valve and spring. Put a small dab of assembly gel into the groove of the new TCC Regulator valve and then **install the NEW scarf cut ring**.

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.

To install the valve, roll the o-ring **off** the valve and save it. Insert **NEW White Spring** into the hollow end of valve and insert new valve and spring into the Reg bore. Be careful not to cut the new ring. It will go right in if the outer diameter of the ring is flush with the new valve.

Finish by installing the original Shift Slug, End Plug and Retainer. Once you install the valve and ring– **DO NOT REMOVE IT!**



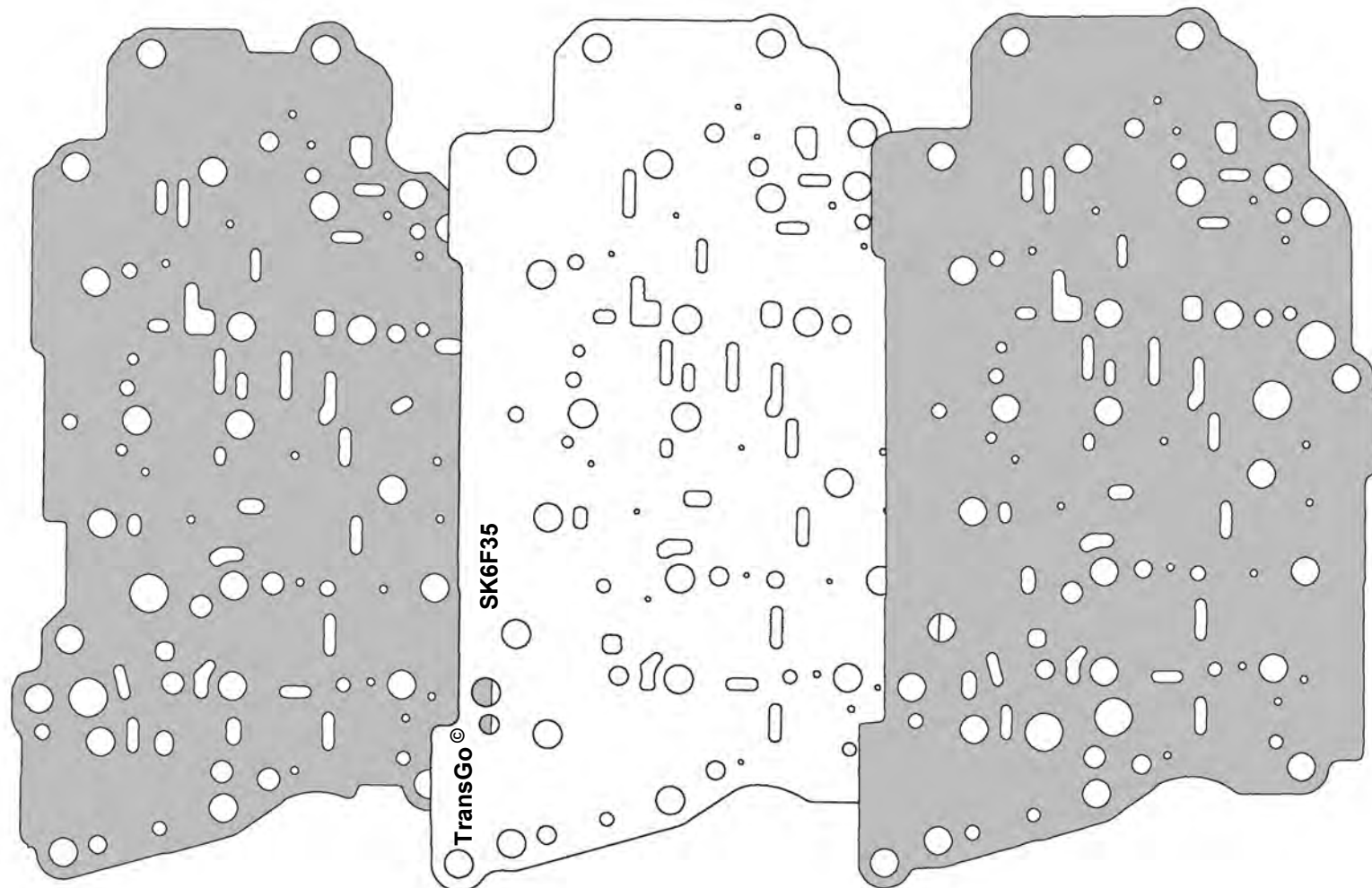
Main Separator Plate & Gaskets

Step 1

The **Main Plate** is usually damaged at the check ball locations.
A **New Gen 1 Updated** Replacement plate and VB gaskets are provided.

Note: Updated plate is designed to work **WITH** this kit and is marked “SK6F35”

DO NOT ATTEMPT to use this *new Updated* Gen 1 plate without installing the **entire kit**.



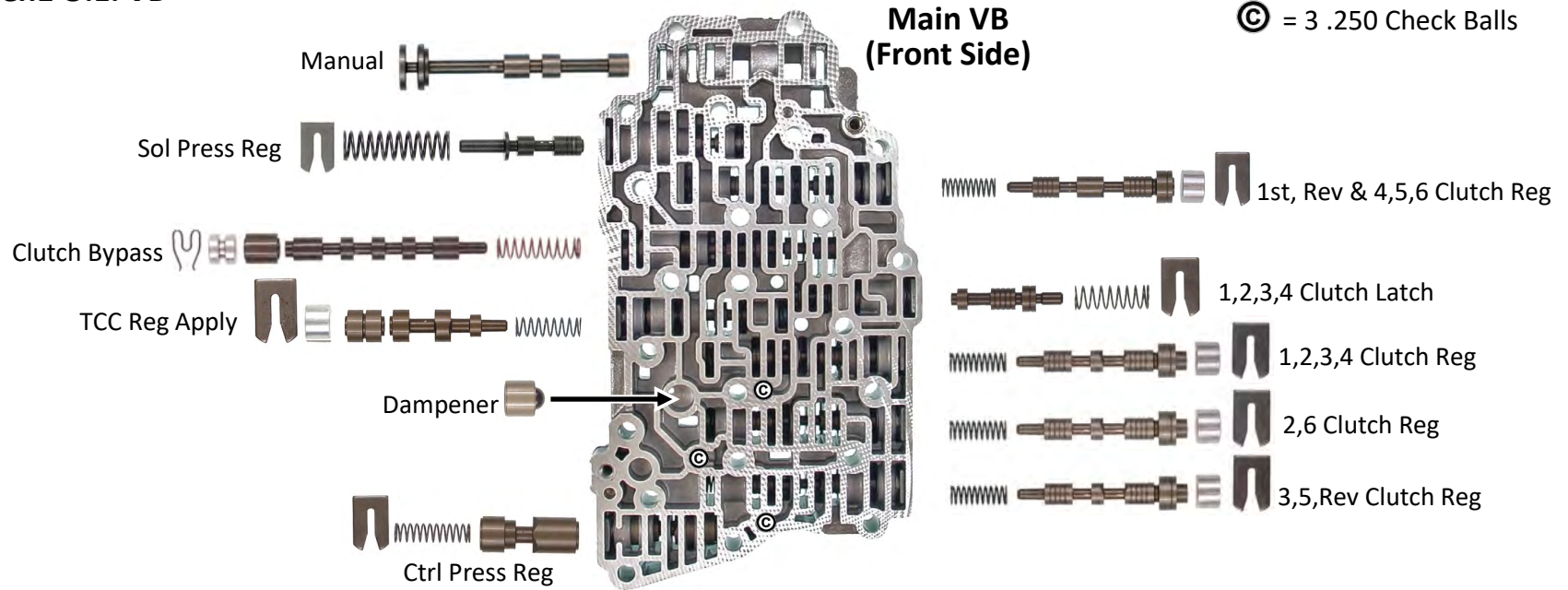
New Gasket Provided:
Main VB Body Gasket

New SK 6F35 Main Plate
Fits Gen 1

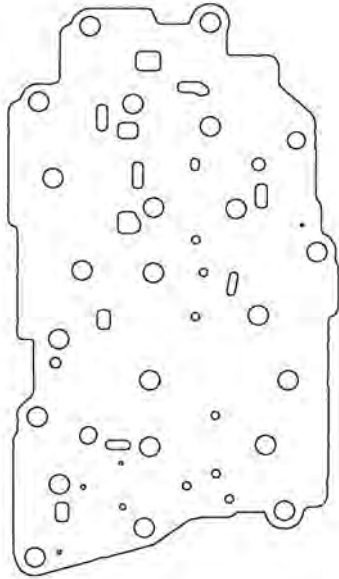
New Gasket Provided:
Solenoid Body Gasket

Additional Data

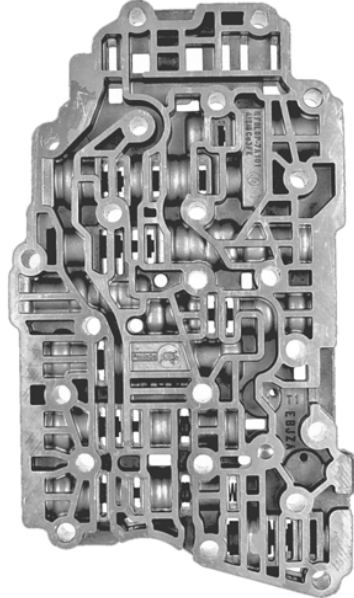
Typical Gen1 O.E. VB



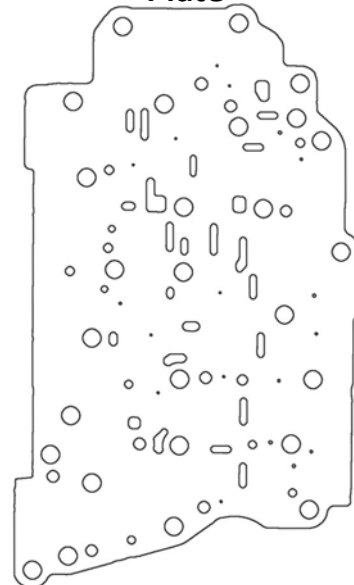
Case Plate



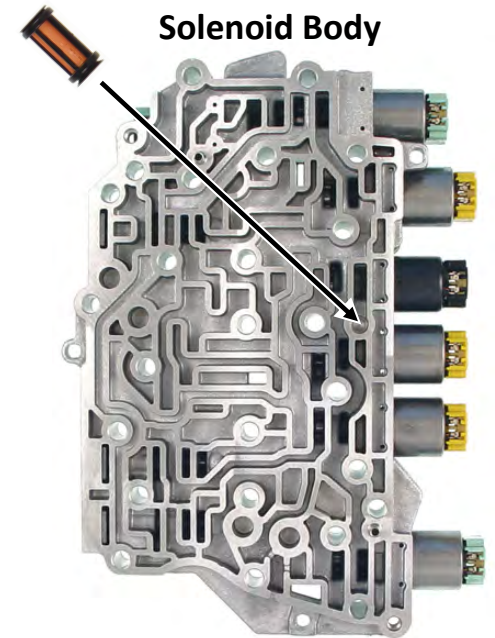
Main VB (Rear Side)



Solenoid Body Plate

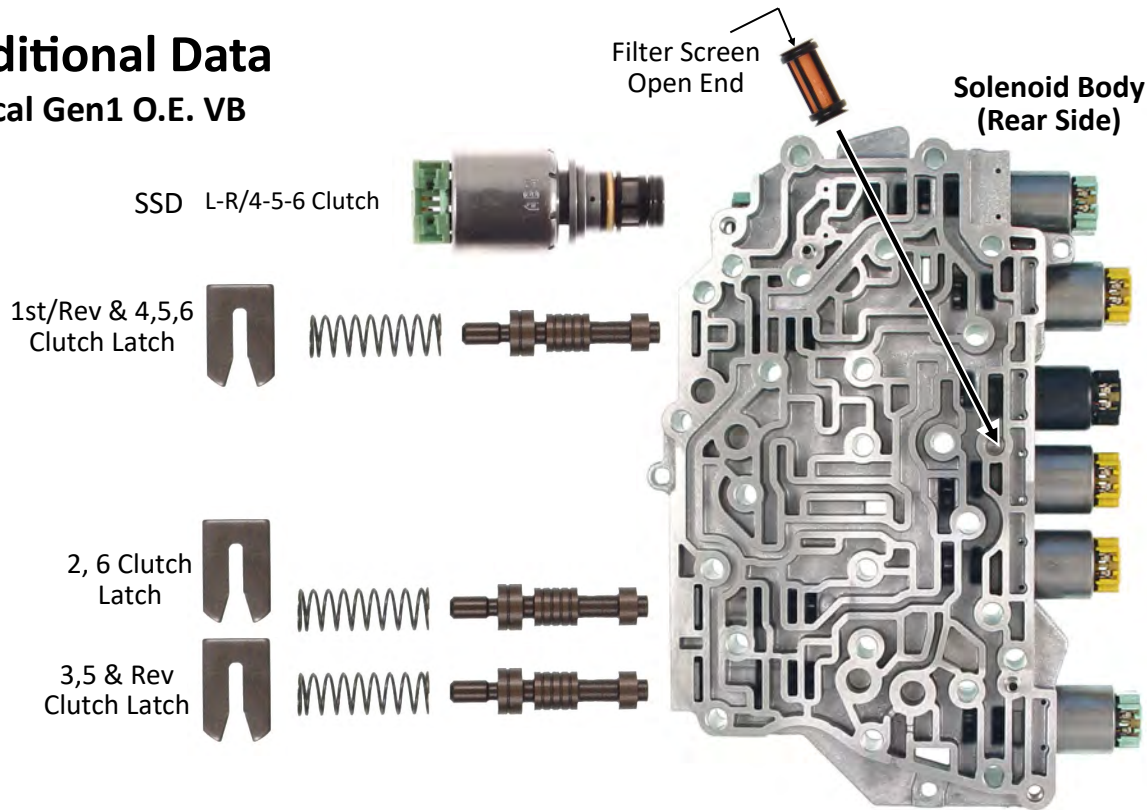


Solenoid Body



Additional Data

Typical Gen1 O.E. VB



Clutch Application Chart

Gear	1234	Low/Rev	Low One-way	35R	456	26
P/N		on				
R		on		on		
D1	on	on*	hold			
D2	on					on
D3	on			on		
D4	on				on	
D5				on	on	
D6					on	on

* Can be on at a stop, turns off before 1-2 shift.

Solenoid Retainer Pins— 2 per Solenoid

