

SK A4CF

Fits: Hyundai/Kia models with A4CF1 or A4CF2

Prevents/Corrects/Reduces

2-3 Flare, Direct Clutch Failure, Erratic shifting complaints, Flares/Neutrals on shifts, gear ratio and/or solenoid, Delayed Engagements.



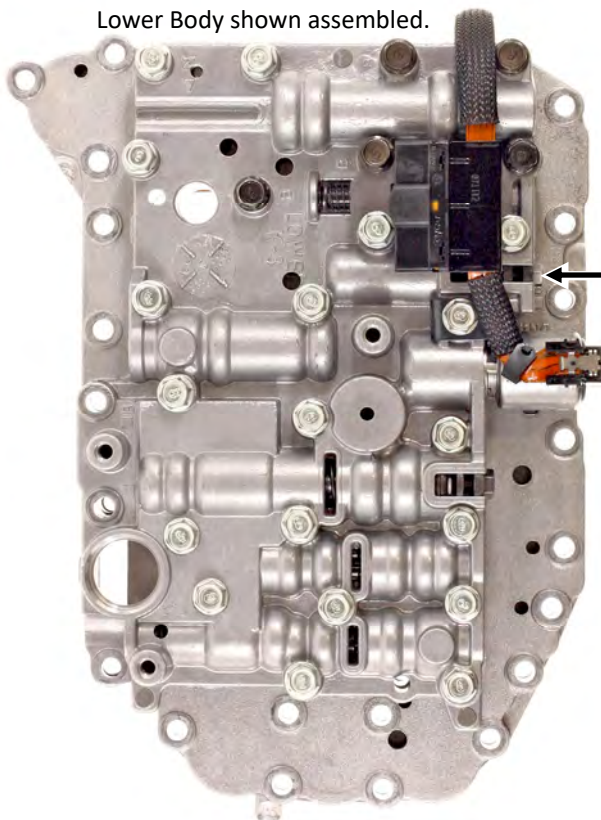
A4A6-RV-TK works on two different Transmission Families

A4CF 4-Speeds & *A6MF 6-Speeds

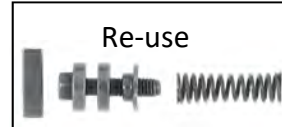
**Does NOT fit Hybrid models.*

Step 1

Disassemble Valve body and remove the Reducing Valve assembly from the **Lower Body**. Save the retainer, adjuster & spring for re-use. Discard original valve.

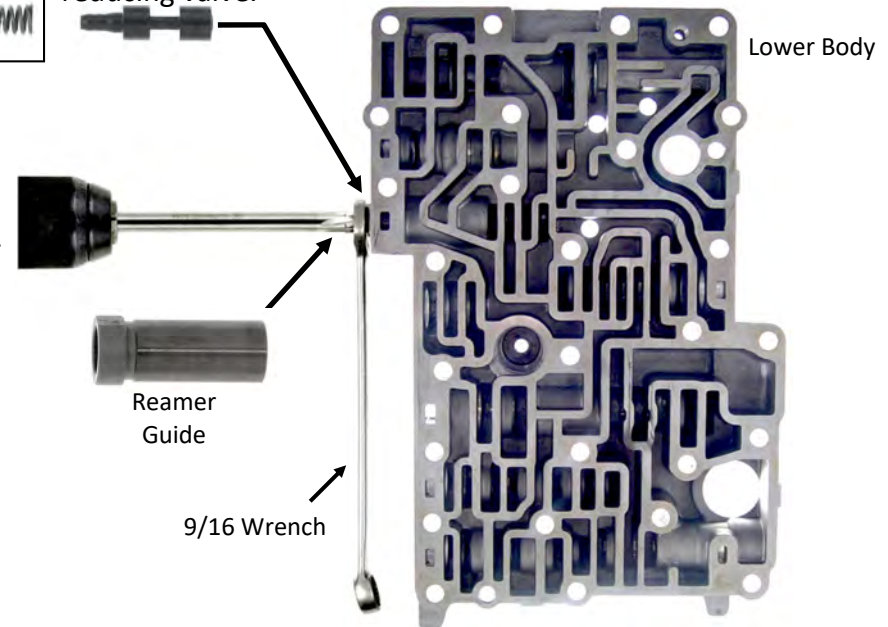


Reducing Valve Location



Discard original reducing valve.

Use **Low Speed** & WD-40 works best.



Step 2 Reducing Regulator Bore Repair:

Insert the reamer guide into **reducing valve bore** on the Lower Body. Use a 9/16 open end wrench on the flats of the reamer guide to keep the guide from rotating. Insert the reamer into the guide. Using 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. Remove the tools and clean the body.

Step 1 Reducing Valve Measurement & Adjustment

Do Not Skip This Step!

Measure stock adjustment: This is the gap between outside edge of spring seat and inside face of end plug.

Write it down in the space provided.

Now add .040. The result will be the new adjustment gap.

Example: If original gap was **.300"**, by adding **.040"** it would make the New Gap **.340"**. To adjust, hold the spring seat stationary (or insert in VB) and turn adjustment bolt until gap measures **.340"**.

*This step is necessary to work with the **new larger valve**.*

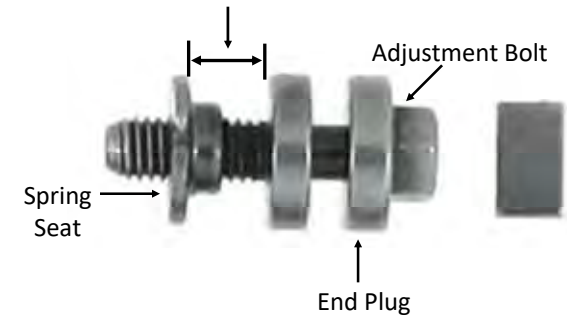
Measurement Calculation

Original Gap= _____

Add + **.040"**

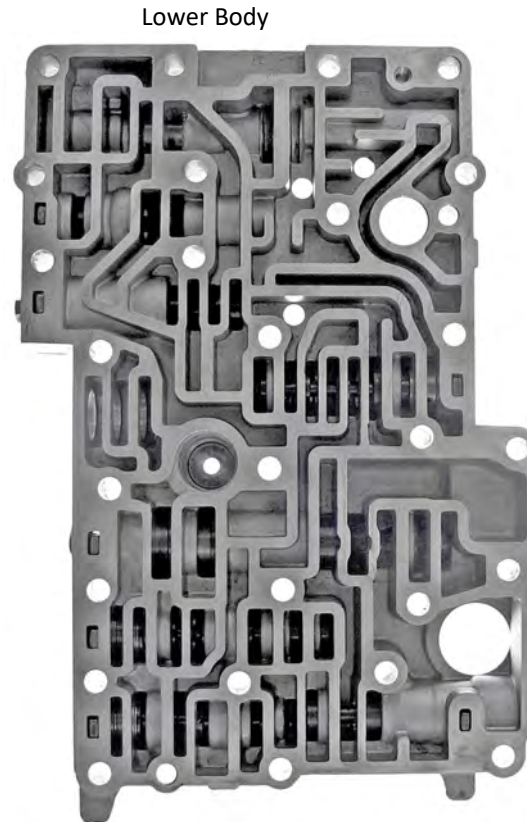
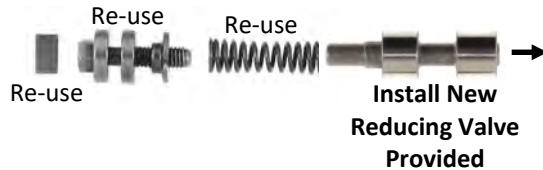
New Gap= _____

Measure Original Gap first!
(We have seen them between .265-.340")



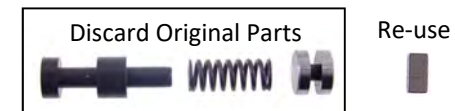
Step 2 Install New Reducing Valve

With the lower body & new valve cleaned & oiled, check for free movement and then install the original spring, adjuster and retainer.

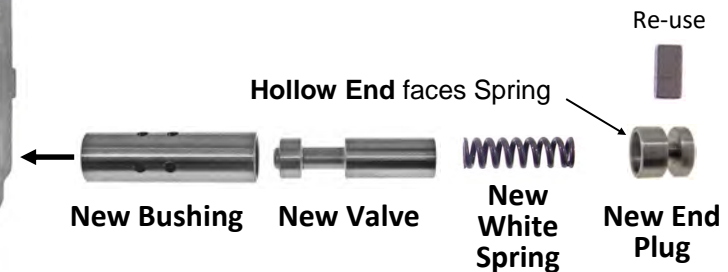


Step 3 Converter Limit Repair

Repair Converter Limit by removing & discarding the original limit valve, spring and end plug. Save retainer!

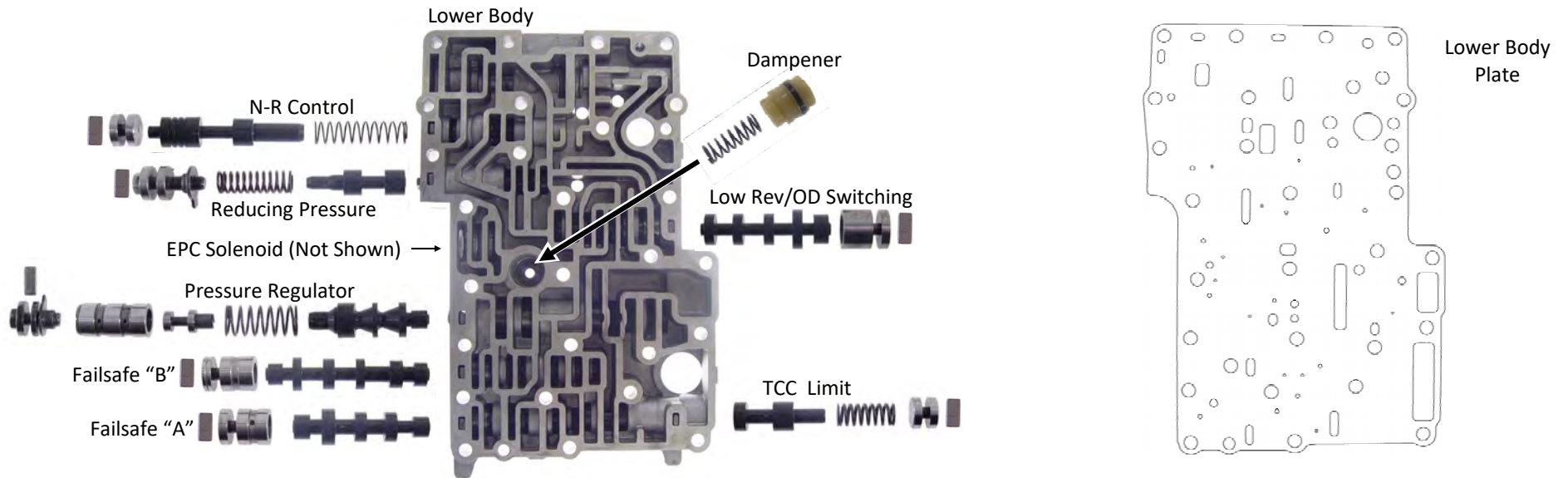


Install the **NEW Bushing, Valve, White Spring & Hollow End Plug** followed by the original retainer.



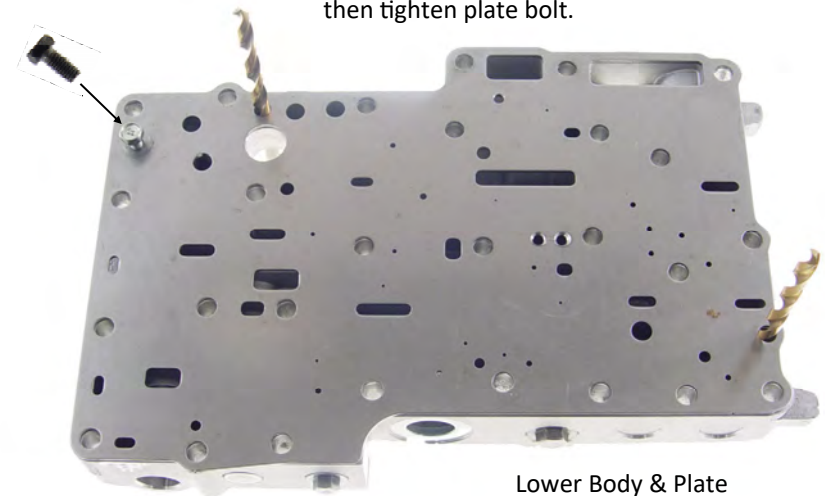
Additional Information

Alignment & Assembly



Install small plate on to the lower body.

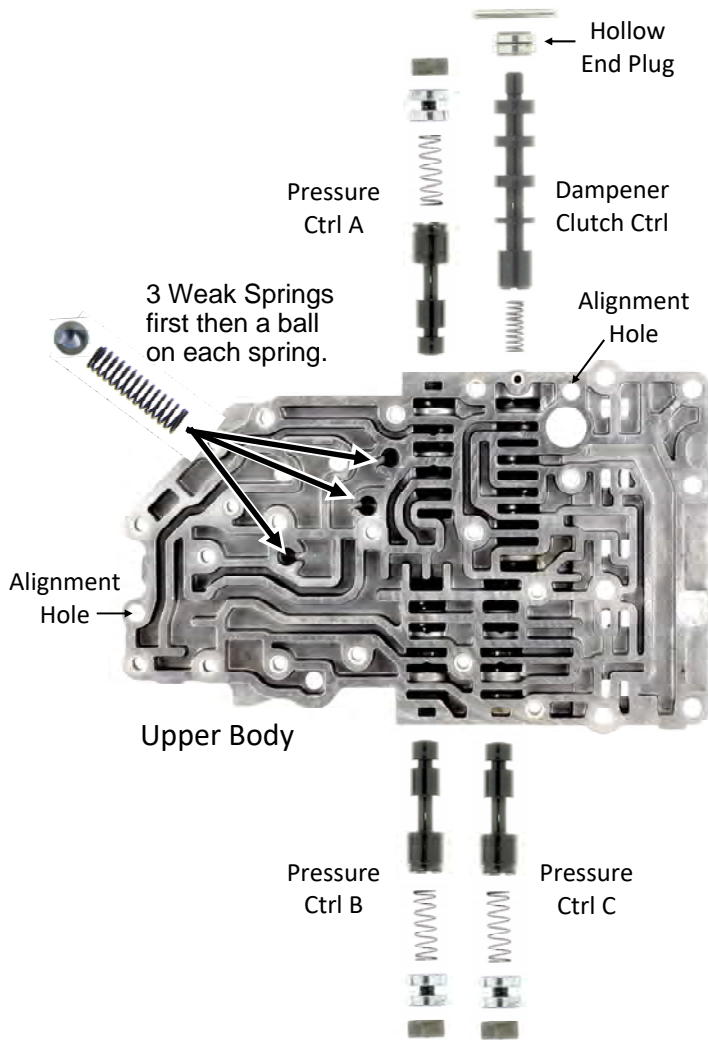
Use 2 15/64 (letter A) drill shanks to align plate to lower body then tighten plate bolt.



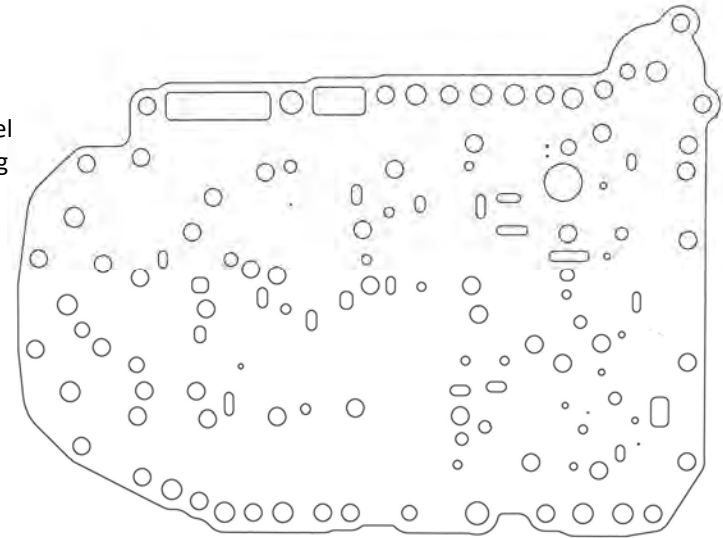
This is a typical parts layout of a A4CF1 Valve body. Your Valve Body model may be different! Always mark the location of each of the small parts and return them to their original locations! Due to the variety of models and applications, expect differences and use care when disassembling.

Additional Information

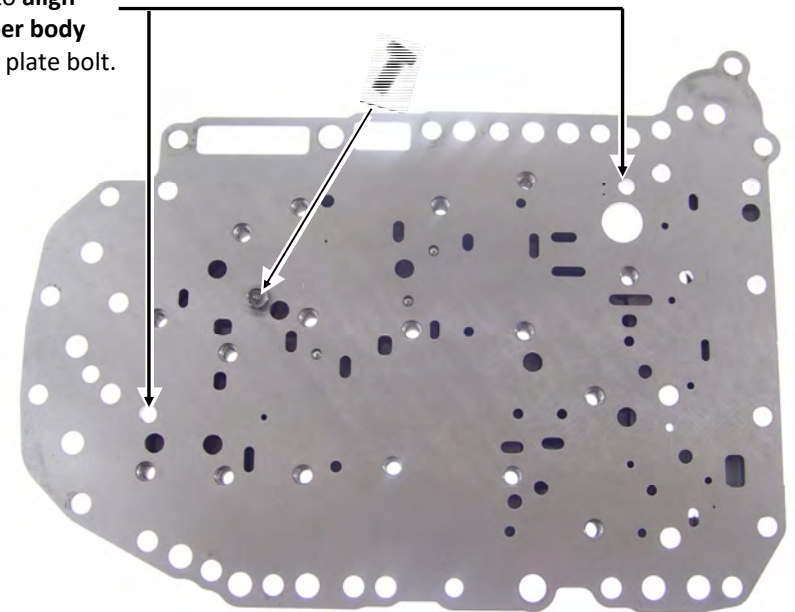
Alignment & Assembly



Channel Casting Plate



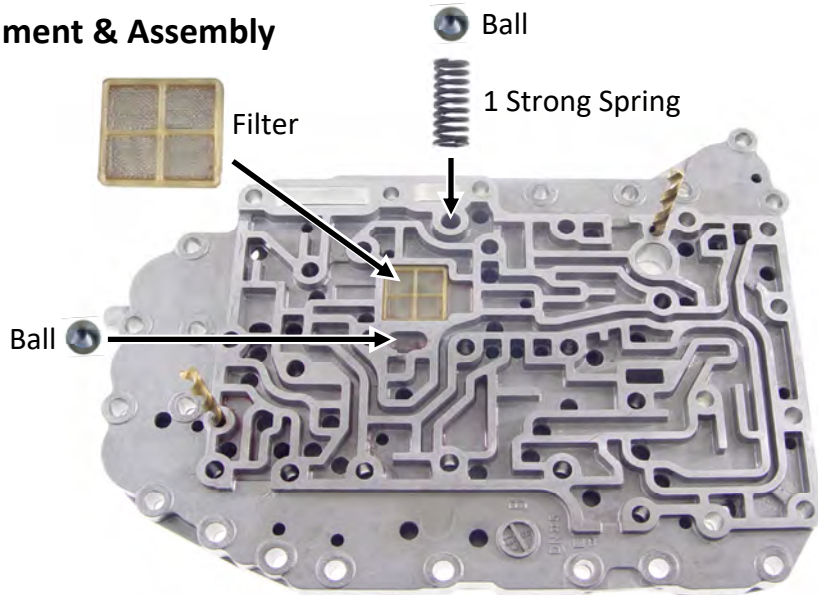
Use 2 15/64 (letter A) drill shanks to align plate to upper body then tighten plate bolt.



Install large plate on to the upper body.

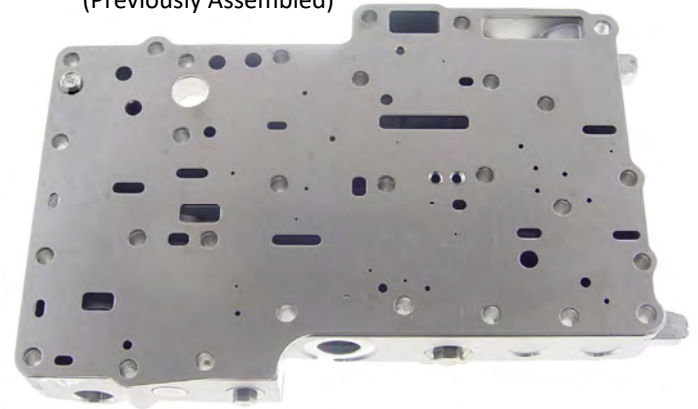
Additional Information

Alignment & Assembly



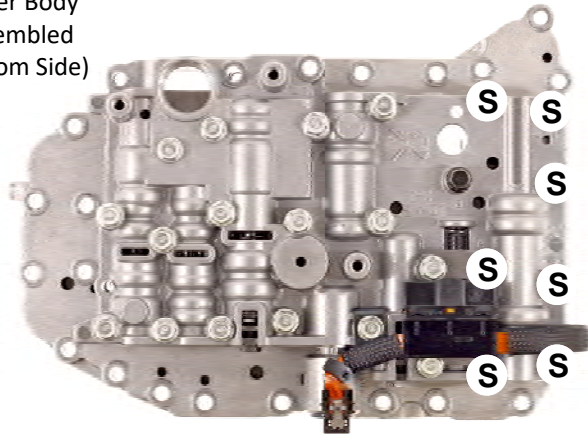
Install channel casting over drill bits to align with upper body & large plate. Install small parts into bottom side of channel casting.

Lower Body & Plate
(Previously Assembled)



Flip assembled lower body onto drill bits to align lower body with channel casting. Install all bolts except "S" (solenoid body) bolts.

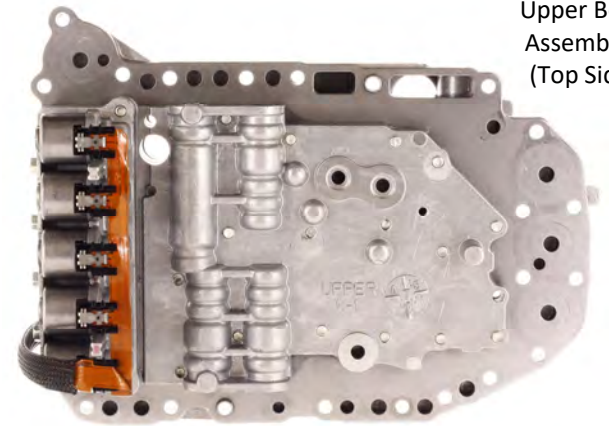
Lower Body
Assembled
(Bottom Side)



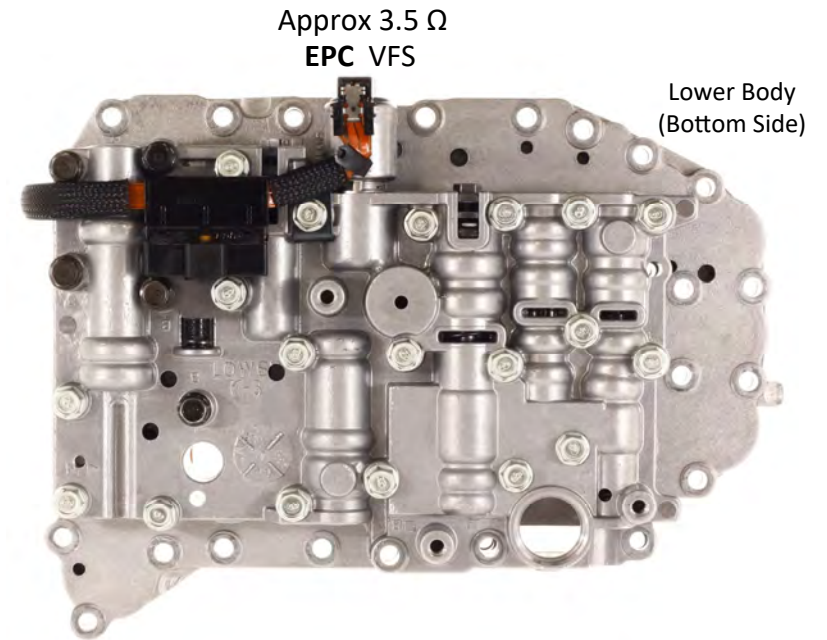
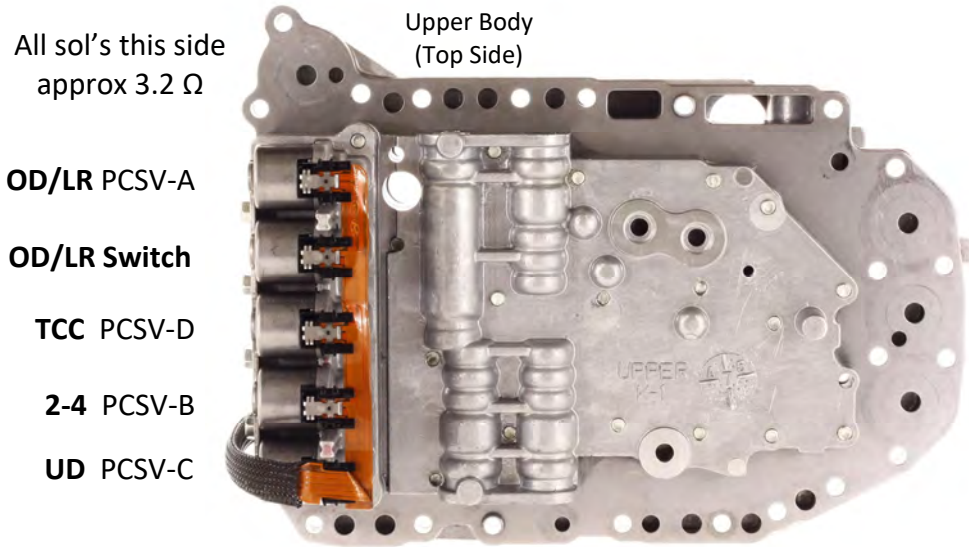
Flip body over and Install Solenoid Body Plate, Body, Bolts at "S" locations & the wiring harness.



Upper Body
Assembled
(Top Side)

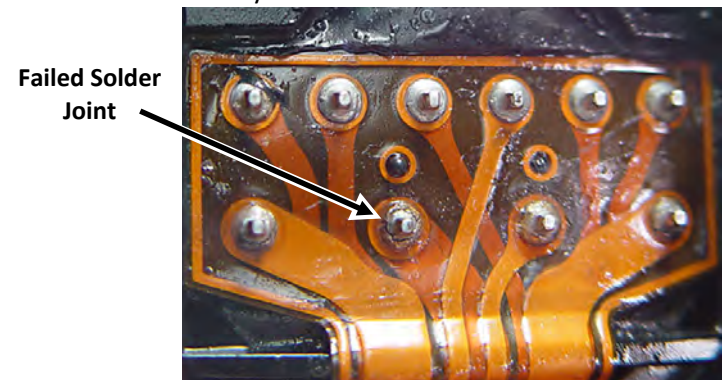


Additional Information



All Sol's are the same except for EPC VFS.
 OD/LR Switch Sol (Labeled in some books as On/Off) is in fact NOT an on/off Solenoid. It is PWM controlled like the rest. Function is to position LR/OD switch valve to direct OD/LR sol oil to proper circuit depending on whether OD or LR clutch is asked to be on. Solenoids are sequentially numbered but are interchangeable.

Watch for failed solder joints on harness connector.
 Back of pass-through case connector shown.
 Very common source of electrical codes.



Mr. Shift

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