

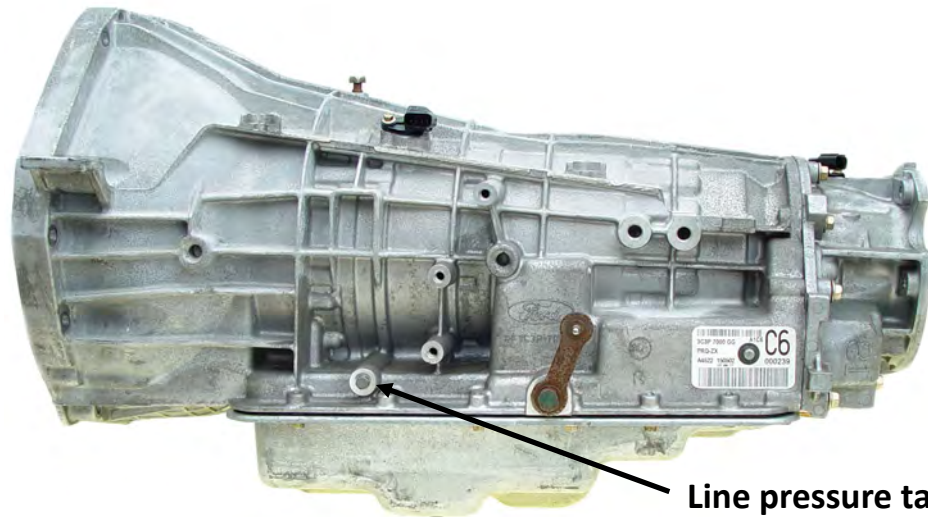


SK[®]5R110W-A

2003 Up

Reduces/Corrects/Prevents

Case Lug Blow Out--Runaway Reverse Pressure
No movement--Slips or No Reverse--Neutrals at a Stop
*Contains New (Patent Pending) 2 piece Design PR Valve
(fits standard PR bores)*



Line pressure tap

Very common for this trans to have a high line pressure error, up around 450 lbs, especially in reverse with throttle ON. Sooner or later this *will* blow off Low Reverse snap ring lugs, destroying the case. **OUCH!** 😞
The Shift Kit[®] has upgrades that brings pressure to safe specs, plus a tougher L/R snap ring.

“Thanks for listening.” Gil

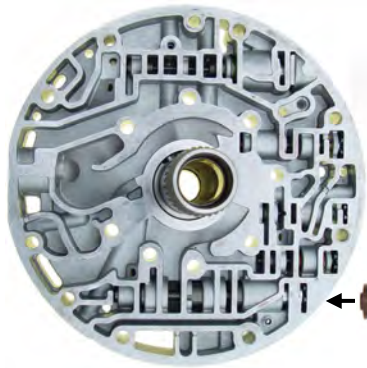
Before installing upgrades checking pressures will require a 600 lb gauge. TransGo has them: \$38.00



Oil Pressure Checks

Pressure readings AFTER Kit installation. A real winner! 😊

Selector	Min psi	Max
Park	60	NA
Neutral	60	NA
Reverse	100	320
Drive	70	260
3	80	260
2	80	260
1	80	260

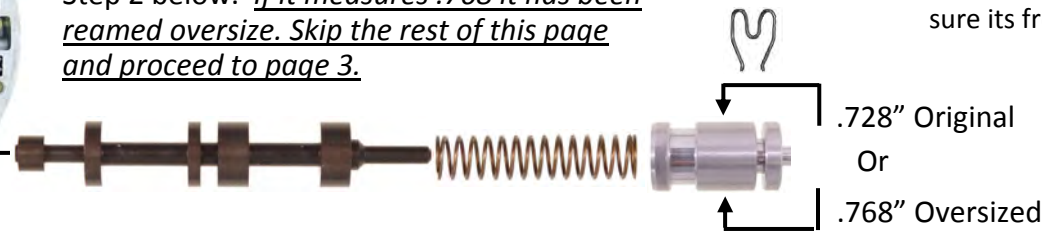


Step 1

Remove original Pressure Regulator lineup.
 Measure the diameter of end bushing.
 If it measures .728" (original size), proceed to Step 2 below. If it measures .768 it has been reamed oversize. Skip the rest of this page and proceed to page 3.

New Patent Pending 2 Piece PR Valve:

This valve was designed to work in a worn & distorted bore to reduce or prevent sticking. This design incorporates features to maximize long term function and will not vacuum test well as a result. It's OK! REALLY! Just make sure its free in the bore on installation and move on.

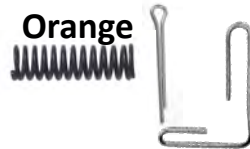


Assemble New PC
 Limit Bushing that
 measures .728"



New .728" bushing
 Has No ID Groove here.

Cotter
 Pin

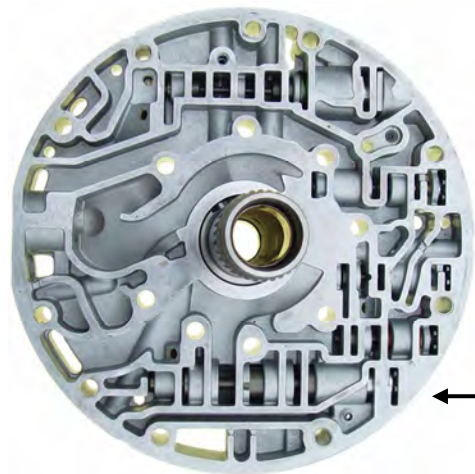


Step 2.

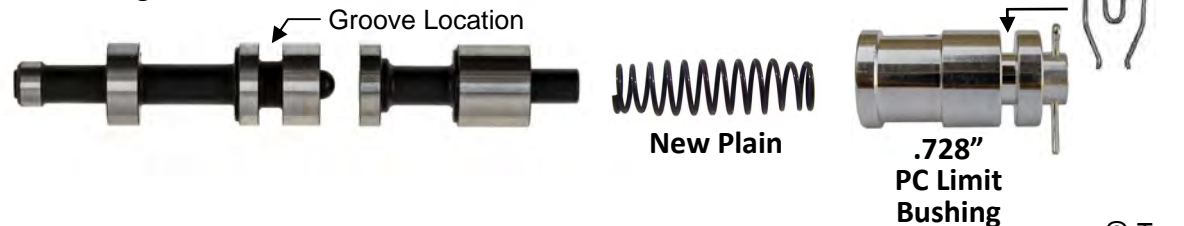
Assemble New .728" Diameter PC Limit Bushing: Insert .187 ball into bushing first, then insert and compress **Orange** Spring with the small end of the paper clip. Install cotter pin into bushing thru holes and spread legs of cotter pin. **Remove** paper clip with pliers.

Step 3.

New Steel 2 piece PR Valve Installation Check: (Used with .728" size PC Limit Bushing only.) Insert both **New Steel** PR Valves into the bore and check for smooth movement. Any ridge or burr that creates a tight spot **MUST** be flattened to prevent sticking. Here's how: **Move valve onto the tight spot.** Use a 11/16 open end wrench as a hammer and flat blade screwdriver on the valve, tap the screwdriver in the areas between the polished lands to loosen the tight spot. Re-check for smooth movement. **Do NOT tap on the polished Lands of the valve!** Assemble as shown below.



New Steel PR Valve replaces factory grooved or non-grooved PR Valves. Do not use in oversize bores.



Only use this page with .768" oversized PR Lineup.

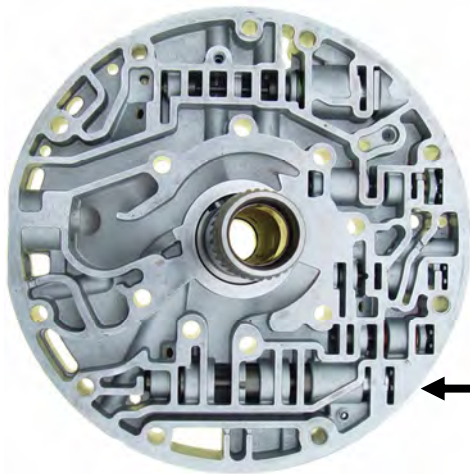


Assemble New PC Limit Bushing that measures .768"



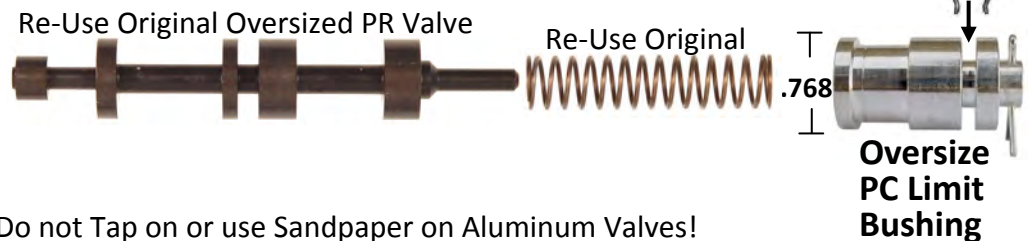
Step 1

Assemble the New .768" Diameter PC Limit Bushing: Insert .187" ball into bushing first, then insert and compress **Orange** Spring with the small end of the paper clip. Install cotter pin into bushing thru holes and spread legs of cotter pin. **Remove** paper clip with pliers.



Step 2

Re-Use **Original** PR Valve & Spring the Pump came in with. Install New Assembled .768" PC Limit Bushing & New Retainer.

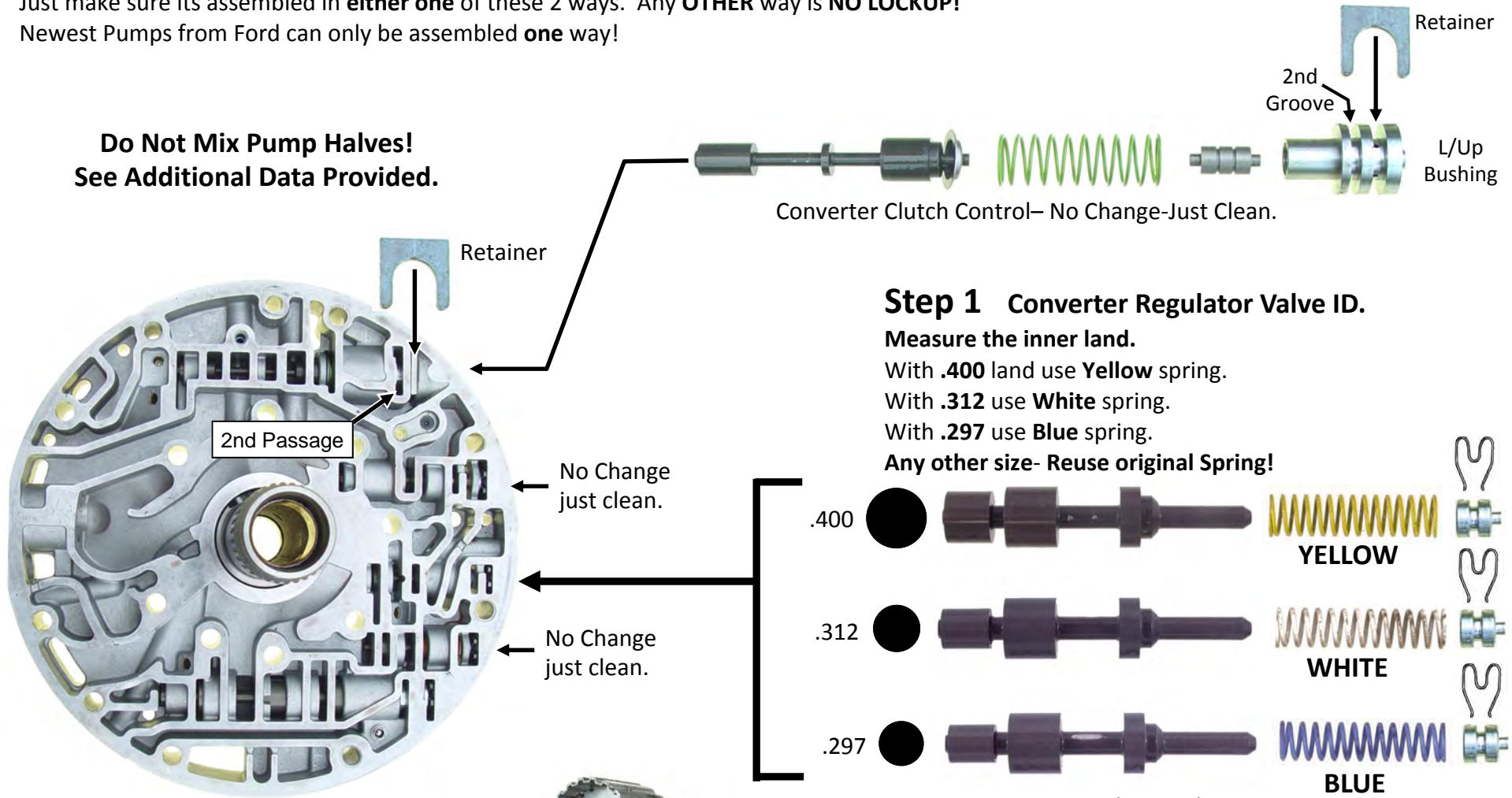


Do not Tap on or use Sandpaper on Aluminum Valves!
If oversized PR is sticking or dragging **REPLACE** Pump!

Listen Up! Save yourself from a major headache – Please Read:

Installing Retainer in the **outer passage** of pump and **outer groove** on the bushing- **IS OK! REALLY! It's OK!**
 Installing Retainer in the **2nd passage** of pump and **2nd groove** on bushing- **IS OK!** (Factory Location)
 Just make sure its assembled in **either one** of these 2 ways. Any **OTHER** way is **NO LOCKUP!**
 Newest Pumps from Ford can only be assembled **one** way!

Do Not Mix Pump Halves!
See Additional Data Provided.



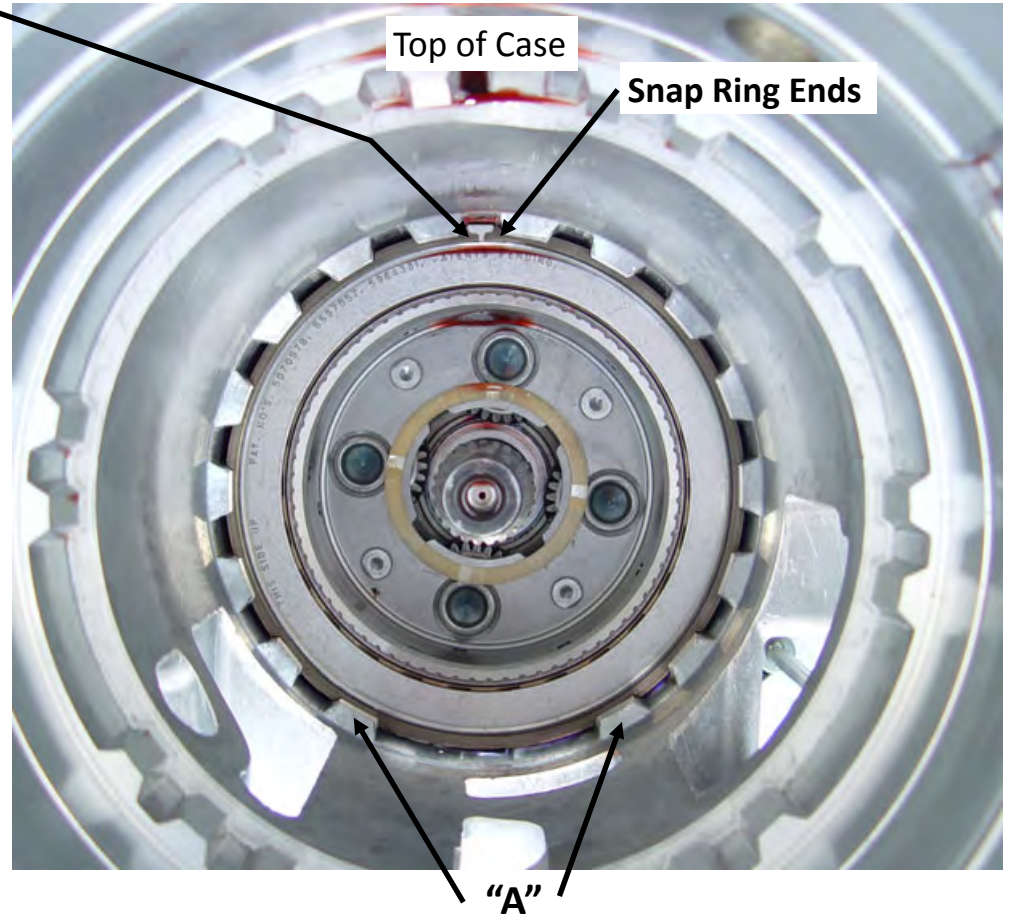
Tip: Direct Drum bushings may look good but are worn out! Change them!
 (Drum rocks on support with worn out bushings!)

Case Lug & Low Reverse Snap Ring Blow Out:

If the trans came in with no Reverse or Slip in Reverse, this is the first thing to look at to see if you will need a new case.

400% Tougher
Snap Ring is in Shift Kit®
"You are going to love it."

Install the Hi-Tension Low Reverse **Snap Ring** with the ends toward the top of the case, opposite the pan.



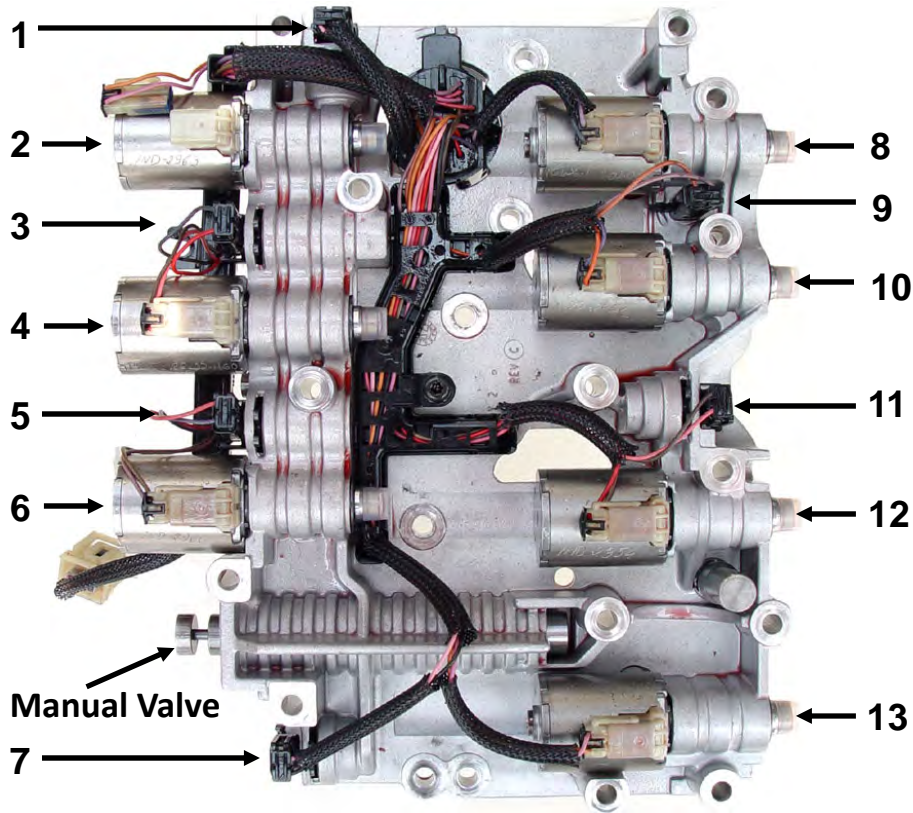
This is where the snap ring normally rubs on the planetary.

WARNING!

Do NOT remove the **INNER** Snap ring in the outer race of the ratchet. If you do, the outer race will drop & the ratchet will disassemble! You'll now be buying a new assembly. The low/rev clutches are serviced as part of this new style assembly.

"A": These are the two lugs that break off. If they're broken off, a new case is needed. If they are angle worn but still there, the tougher snap ring will save the case.

New Style 1 Piece Low Ratchet & Clutch Assy!
DO NOT DISASSEMBLE!!!
DO NOT REMOVE INNER SNAP-RING!



Solenoids & Switches

*Pressure switches not used on all models
If broken replace with alum plug. (1 provided.)

1. Intermediate clutch pressure switch PS-C*
2. Intermediate clutch SSPC-C
3. Direct clutch pressure switch PS-D*
4. Direct clutch SSPC-D
5. Low/reverse clutch pressure switch PS-E*
6. Low/reverse clutch SSPC-E
7. Coast clutch pressure switch PS-A*
8. Line pressure control PC-A
9. TFT Fluid temp
10. TCC Torque converter clutch
11. Overdrive pressure switch PS-B*
12. Overdrive clutch SSPC-B
13. Coast clutch SSPC-A

Early valve bodies contained (5) Pressure Switches that were never used nor monitored by the computer. In later valve bodies the holes and the switches were removed with the exception of the Direct Clutch, which retained the hole with a plastic dummy plug installed. It is common during the extreme pressure that breaks the low reverse lugs out of the case to also damage the switches or a dummy plug, particularly the direct clutch dummy plug. Carefully inspect them to avoid a problem.

One new aluminum plug and O-ring are provided in case you need it and will replace either a switch or a dummy plug. Wire tie the loose wire connector to the harness if replacing a pressure switch. It is very important to make sure the clip grabs the plug snugly to prevent blowout. Always squeeze the clip ends enough to provide a good grab on the plug.

Additional plugs are available separately thru your supplier.
TransGo Part # 5R1-PLUG-PS. Contains 5 new plugs and O-rings.



Squeeze ends of retainer to provide a snug fit on the plug!



New Pressure Switch Plug with o-ring installed.

Pump Data

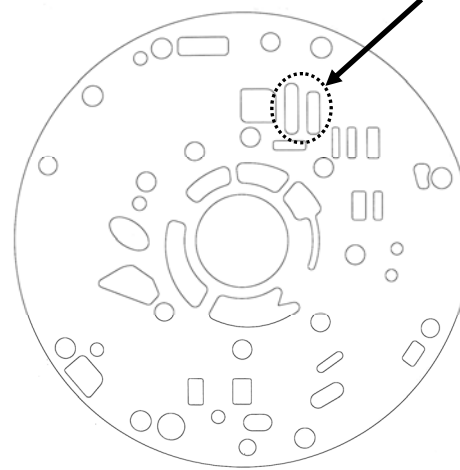
03-04 Pump Type

Pump half's & wear plate **must** match. **2003-04 Type** Pump Body w/casting code 3C3P and Stator RF3C3P match a plate with two slots inside circle.

Casting # RF3C3P



Two slots here for 03/04 Type



Casting # 3C3P



No Movement **after** repair can be **mismatch** of pump half's **or** wear plate. Pump was redesigned in **2005**. **Complete pumps** can be swapped for all years but mixing parts between pumps can create a no move condition.

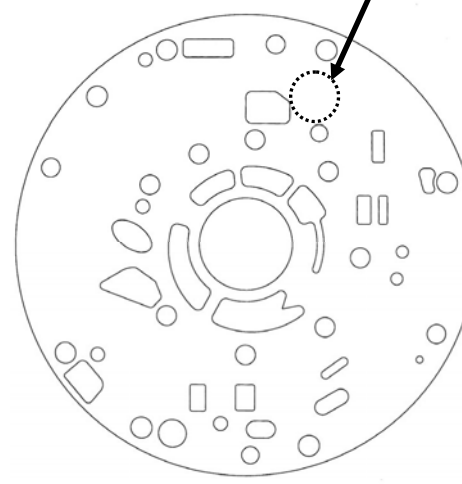
2005 & Up Type

Pump half's & wear plate **must** match. **2005 Type** Pump Body **and** Stator w/casting code RF5C3P match a plate with no slots inside circle.

Casting # RF5C3P



No slots here— 2005-09



Casting # RF5C3P

