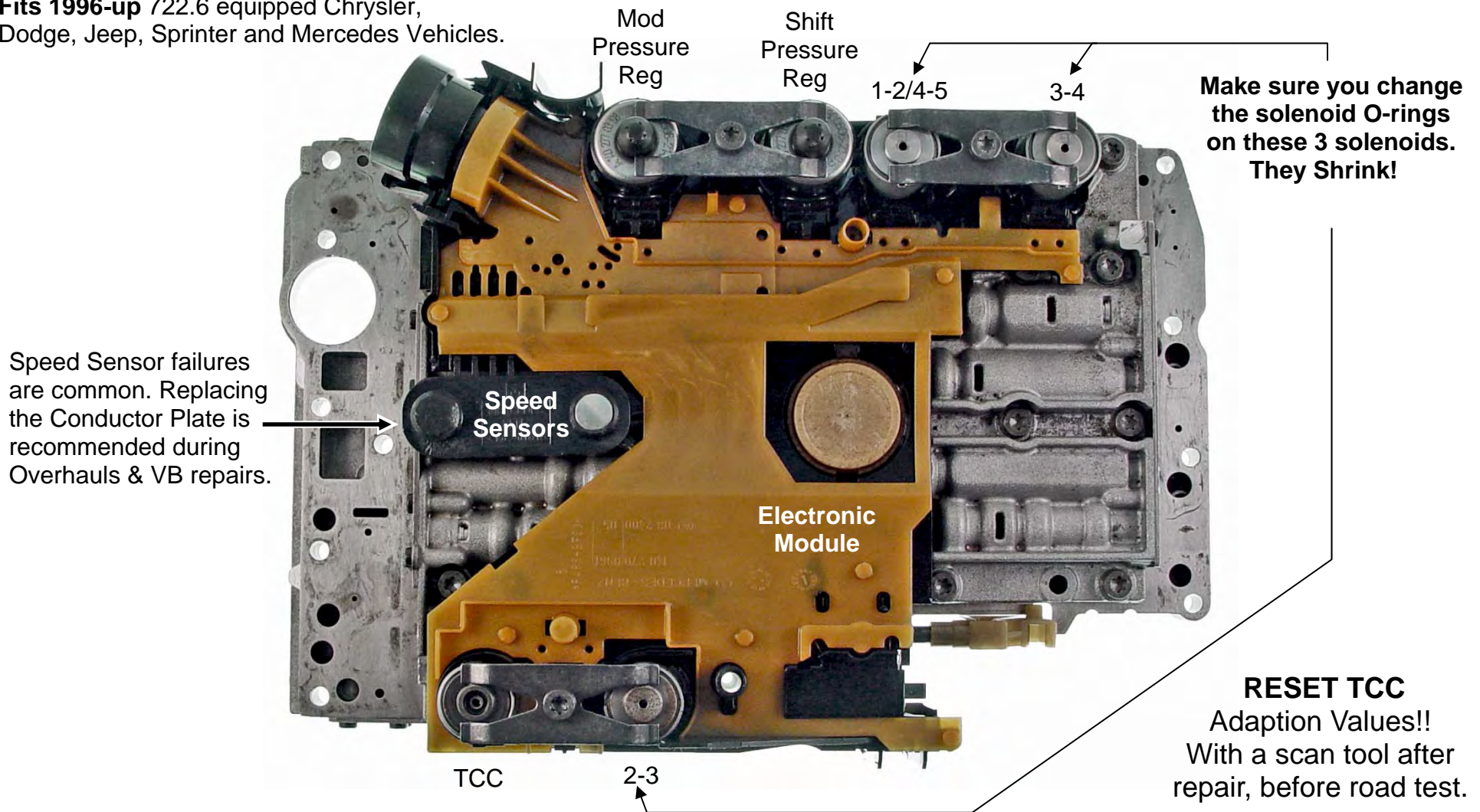


SK[®] 722.6-A

Corrects/Prevents/Reduces

Insufficient pressure rise, 2-3 flare, TCC slip or shudder, soft shifts, shudder on hard throttle acceleration from a stop.

Fits 1996-up 722.6 equipped Chrysler, Dodge, Jeep, Sprinter and Mercedes Vehicles.



Speed Sensor failures are common. Replacing the Conductor Plate is recommended during Overhauls & VB repairs.

Make sure you change the solenoid O-rings on these 3 solenoids. They Shrink!

RESET TCC Adaption Values!!
With a scan tool after repair, before road test.

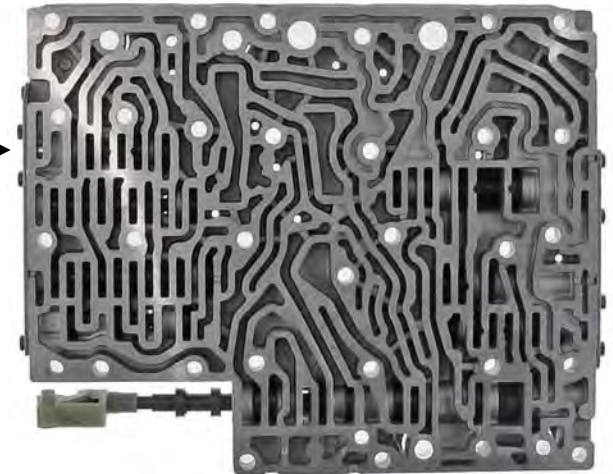
Pages 2 and 3 are the repair work. The last pages are for reference only. If the small part locations differ from what is shown, re-install them as found.

Repair Work for Upper Body

Step 1

Replace **original 3-4 Overlap Bushing** with new **2 ID Dot Aluminum Bushing** provided. Re-use original valves and spring.

The 3 Bushings are different. Don't mix them up!



Heads Up! Our **New PR Valve** fits the **most common** PR valve size. Meaning, there are other sizes, as well as aftermarket repairs that may have bored the valve body to use an oversized valve. **Always** measure your original valve.

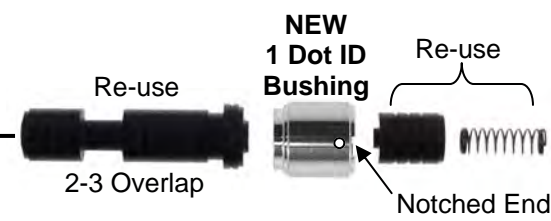
Step 2

Remove end plate & original PR Valve. Measure **each land diameter**. If original valve diameters are within a thou or 2 of our valve, Perfect! Use **New PR Valve** & re-use the original spring. **If your valve is different**, carefully check valve & bore for wear before re-using the original parts.



Step 3

Remove & Discard original Lube Reg Valve & Spring. Lube and install **NEW Design Lube Reg Bushing, Valve, Sleeve & Spring**. That's it! It's fixed!



Step 4

Replace **original 2-3 Overlap Bushing** with new **1 ID Dot Aluminum Bushing** provided. Re-use original valves and spring.

The 3 Bushings are different. Don't mix them up!

Repair Work for Lower VB

Step 1

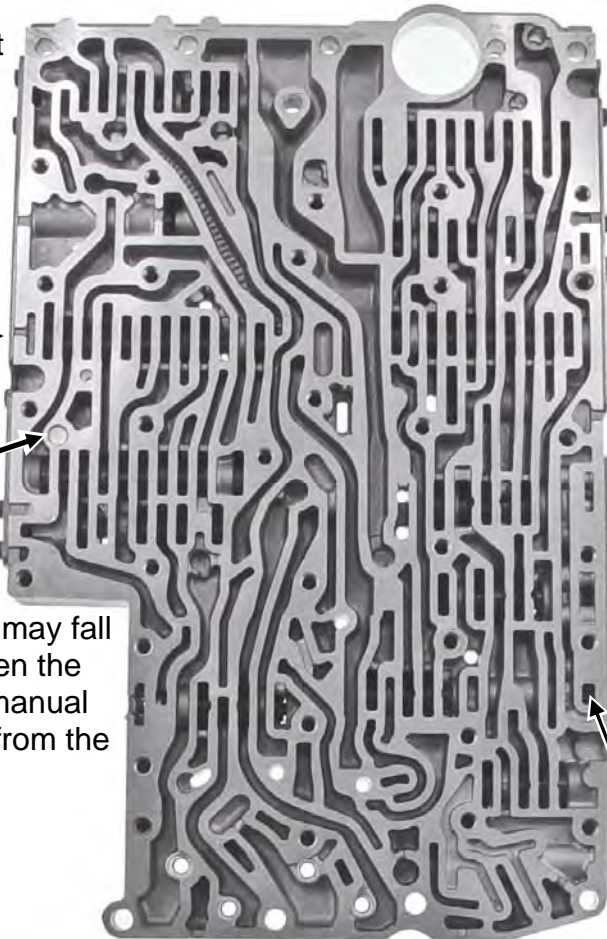
The 2-3 Shift Pressure Valve Spring often is broken. For your convenience we have provided a **NEW RED** replacement spring. Always look for broken springs when working on these Valve Bodies.

New Red



VB Alignment Pin

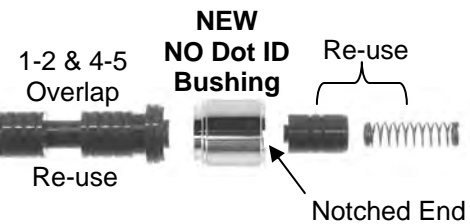
VB Alignment Pin may fall out of position when the detent spring for manual valve is removed from the bottom of VB.



Step 2

Replace **original** 1-2,4-5 Overlap Bushing with new **NO ID Dot Aluminum Bushing** provided. Re-use original valves and spring.

The 3 Bushings are different. Don't mix them up!



Step 3

The **1st Design** Ctrl Pressure Reg Valve spring is often broken. For your convenience we have provided a **NEW White** replacement spring.



IF YOU see a spring thru this opening, no need to take apart.
(VB has 2nd design Ctrl Press Reg)

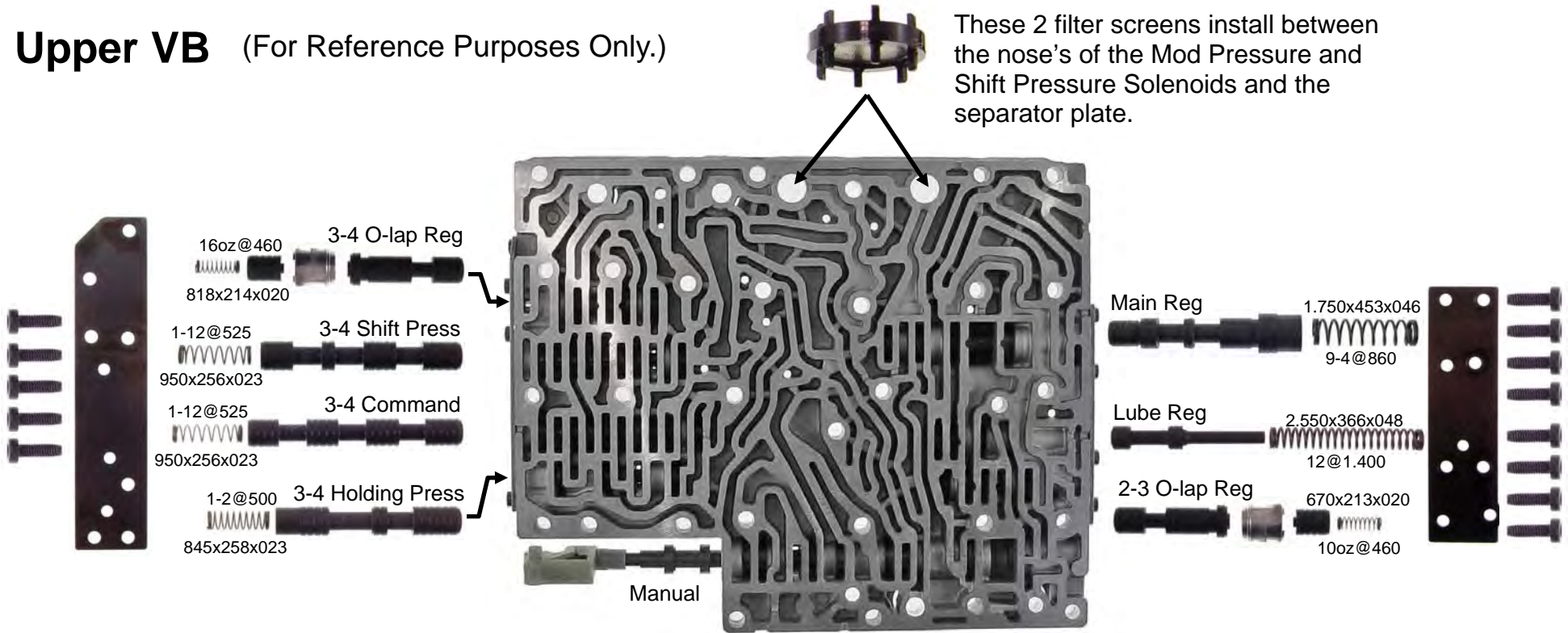


DO NOT use the new white spring on the **2nd Design** Ctrl Press Reg valve!

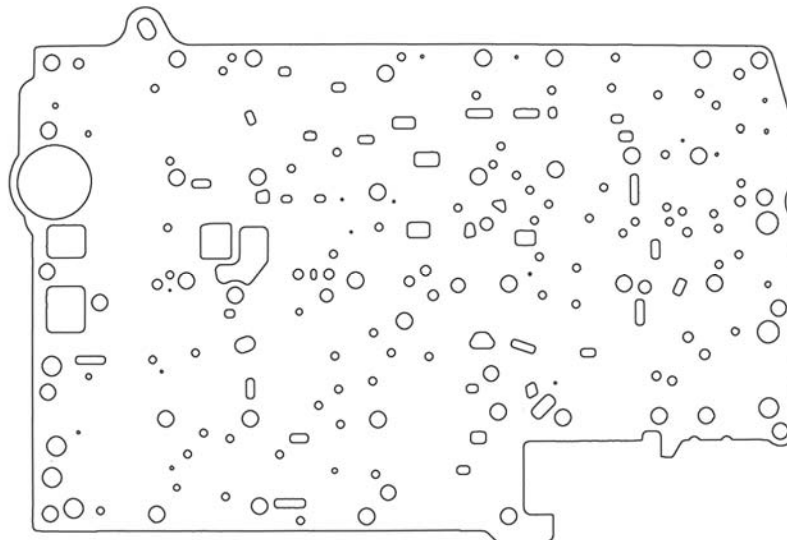
This completes the repairs. The following pages are for reference only and may differ than the model you are working on. Always return small parts to the locations you found them in originally.

Upper VB (For Reference Purposes Only.)

These 2 filter screens install between the nose's of the Mod Pressure and Shift Pressure Solenoids and the separator plate.



Plate



We are delighted to provide you with products & timely information to help you be more successful.
 Let us hear from you!
 The Tech Team



Lower VB (For Reference Purposes Only.)

Ⓒ = Steel Ball .215

Ⓓ = Rubber Ball .215

Ⓔ = Alignment Pin 

