

SK® A6MF

Prevents/Corrects/Reduces

Brutal 6-4 Kick-down Bang, Erratic shifting complaints
Flares/ neutrals on shifts, gear ratio and/or solenoid
performance codes.

Fits:

Hyundai/Kia 2009-On With/A6MF1/2, A6GF1, A6LF1/2/3
Dodge Dart 2013-16 With/6F24
Jeep 2012-16 With/6F24

Does NOT fit Hybrid models.

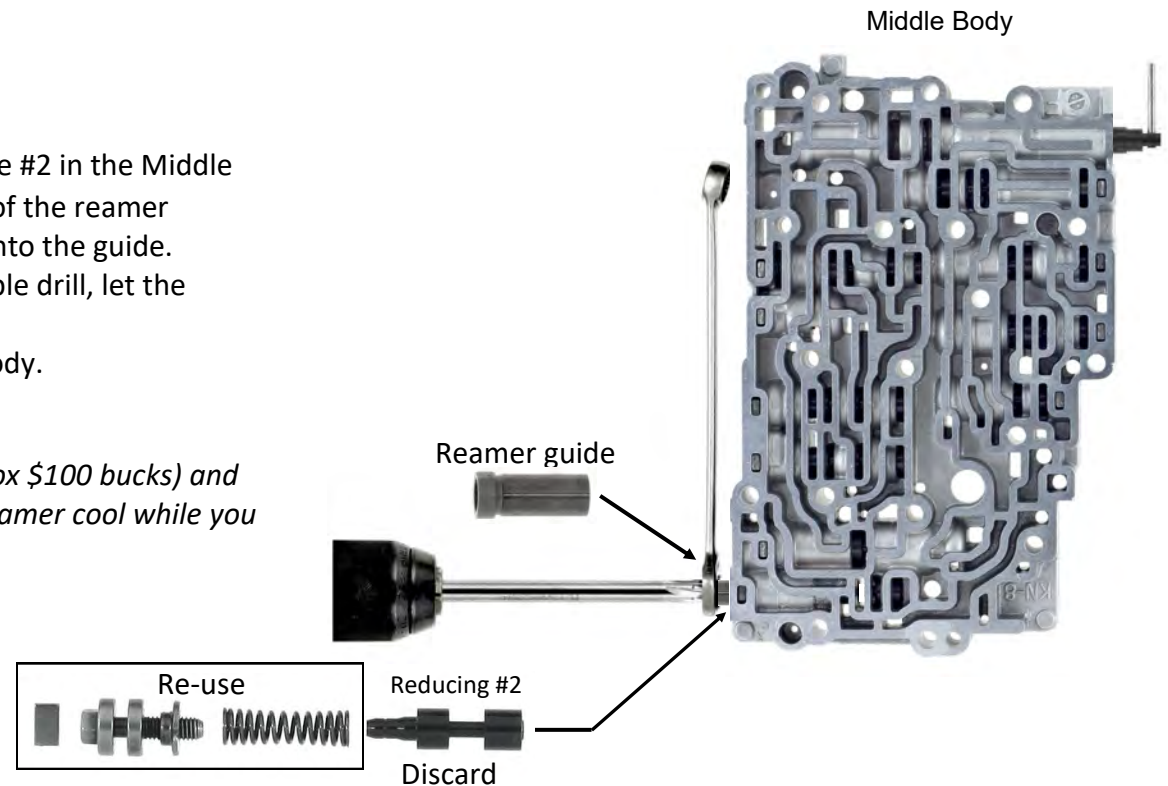
Step 1. Disassemble Valve body and remove Reducing Valve #2 assembly from the **Middle Body**. Save the retainer, adjuster & spring for re-use. Discard original valve. You will be doing the same work for Reducing Valve #1 in the **Solenoid Body** later on. Make sure Adjustment Plugs & Springs get returned to the same bore they came from.

Step 2. Insert the reamer guide into **reducing valve bore #2** in the Middle Body as shown. 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.

Tip: Have an old parts washer? Get 5 gals of WD-40 (approx \$100 bucks) and you'll have the perfect wet tank to keep the VB bore and reamer cool while you ream aluminum valve bodies. Flushes chips out as you go.



**A4A6-RV-TK Tool works on two different
Transmission Families
A4CF 4-Speeds & A6MF 6-Speeds**



Step 1 Reducing Valve #2 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 **.250"**, by adding **.040"** it would make the New Gap **.290"**. To adjust, hold the spring seat stationary (or insert in VB) and turn adjustment bolt until gap measures **.290"**.

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

Measurement Calculation

Original Gap= _____

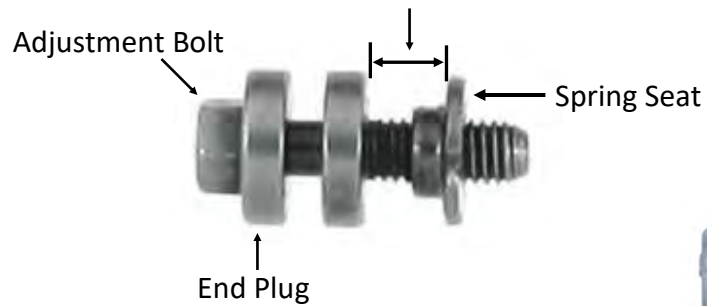
Add + .040"

New Gap= _____

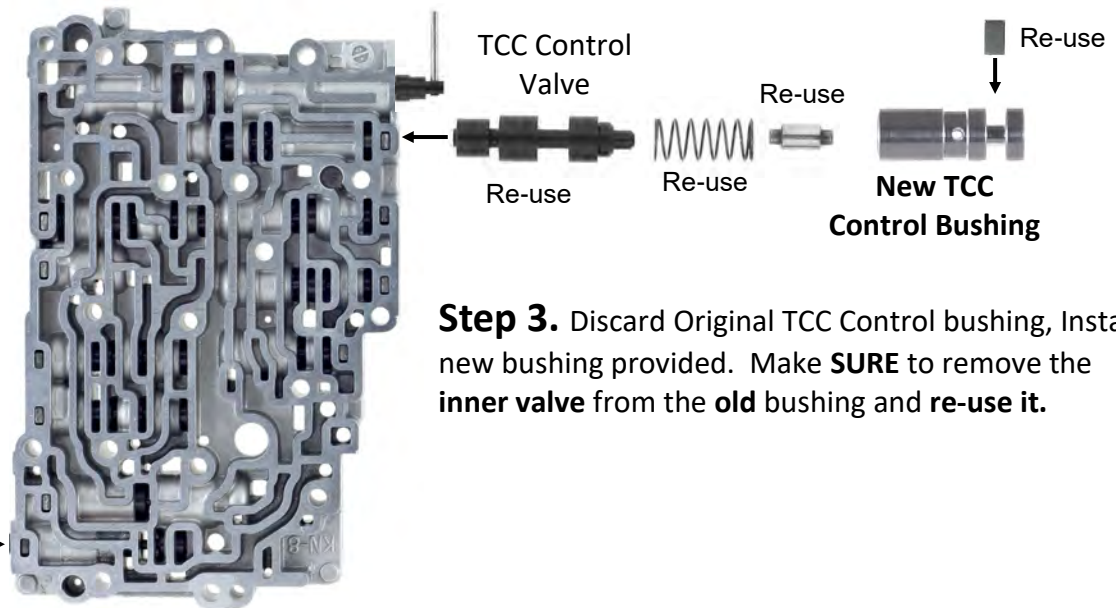
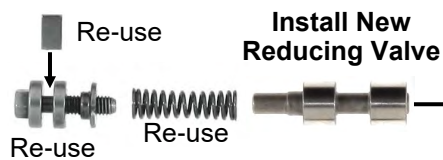


Measure Original Gap first!

(We have seen them between .240-.300")



Step 2. With the middle body clean, oil the new reducing valve provided. Check for free movement and then install it along with the original spring, adjuster and retainer.

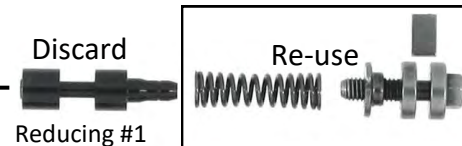


Step 3. Discard Original TCC Control bushing, Install new bushing provided. Make **SURE** to remove the **inner valve** from the **old** bushing and **re-use** it.

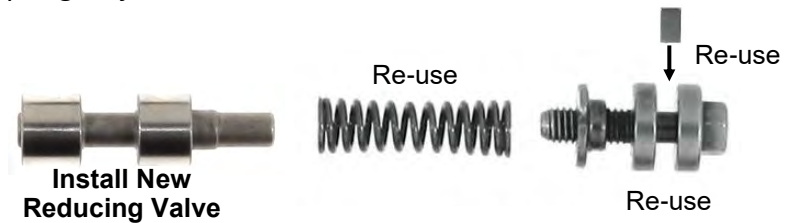
Solenoid Body



Step 1. Remove Reducing Valve #1 assembly from the Solenoid body. Discard original valve. Save spring, end plug & retainer. Using the same reamer, guide & method from page 1 (Reducing Valve #2), Ream bore for reducing valve # 1 shown below. Don't forget the Step 2 Reducing Valve Adjustment.



Step 3. Install the new reducing valve provided. Checking for free movement, use the original spring, adjuster and retainer.



Step 2. Reducing Valve #1 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 **.250"**, by adding **.040"** it would make the New Gap **.290"**. To adjust, hold the spring seat stationary (or insert in VB) and turn adjustment bolt until gap measures **.290"**.

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

Measurement Calculation

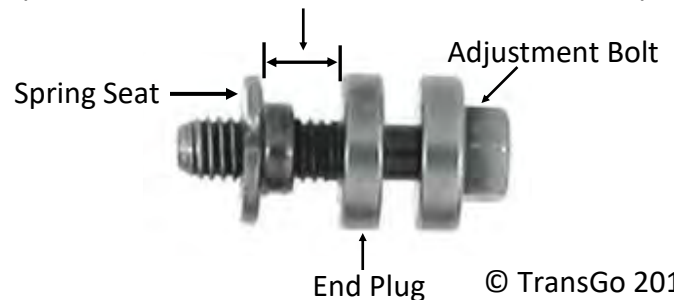
Original Gap= _____

Add + .040"

New Gap= _____

Measure Original Gap first!

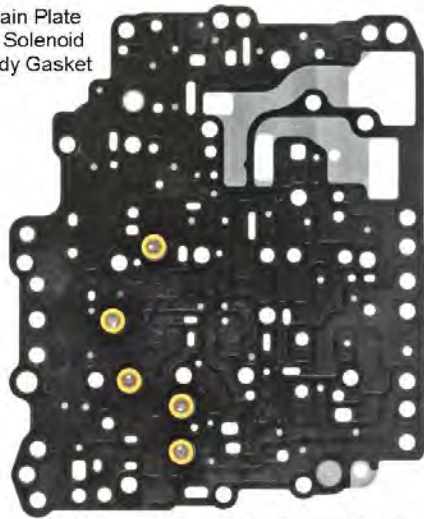
(We have seen them between .240-.300")



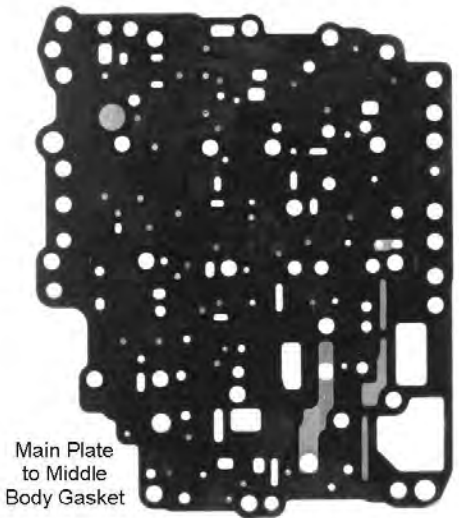
This is a typical parts layout of a A6MF1 Valve body. Your Valve Body model may be different!
 Always mark the location of each of the small parts and return them to their original locations!
 Due to the variety of models and applications, expect differences and use care disassembling.

A6MF1 Valve Body Data

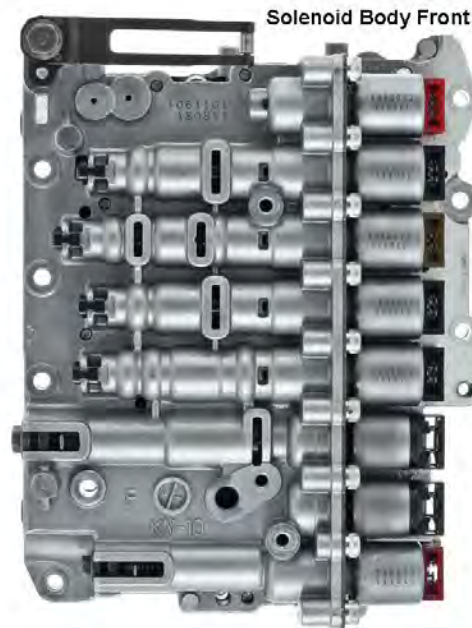
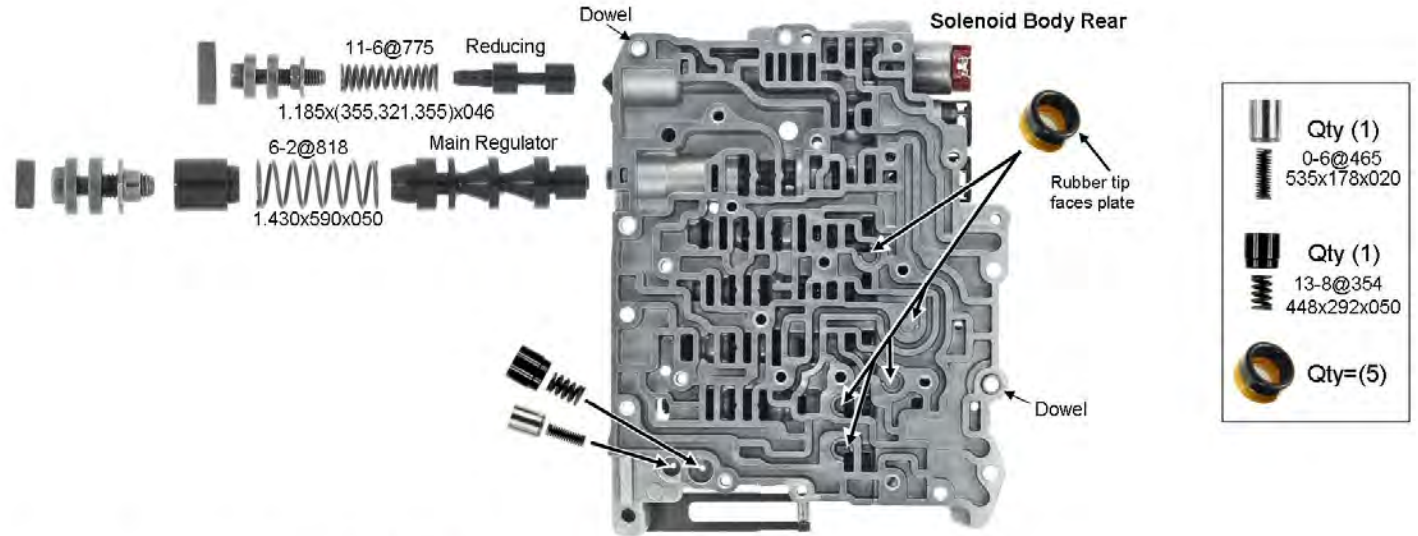
Main Plate
to Solenoid
Body Gasket



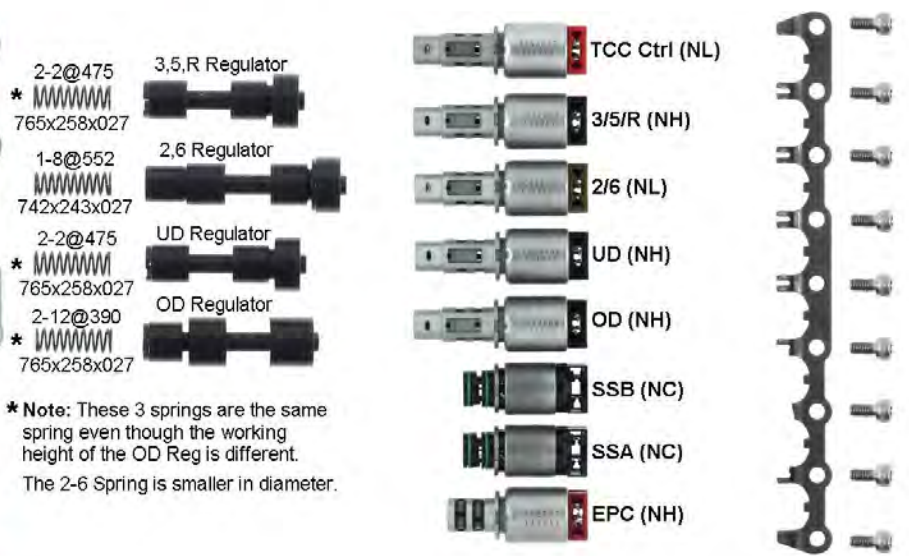
Rubber tipped filter screens often stick to plate. Use care during disassembly. Five total.



Main Plate
to Middle
Body Gasket

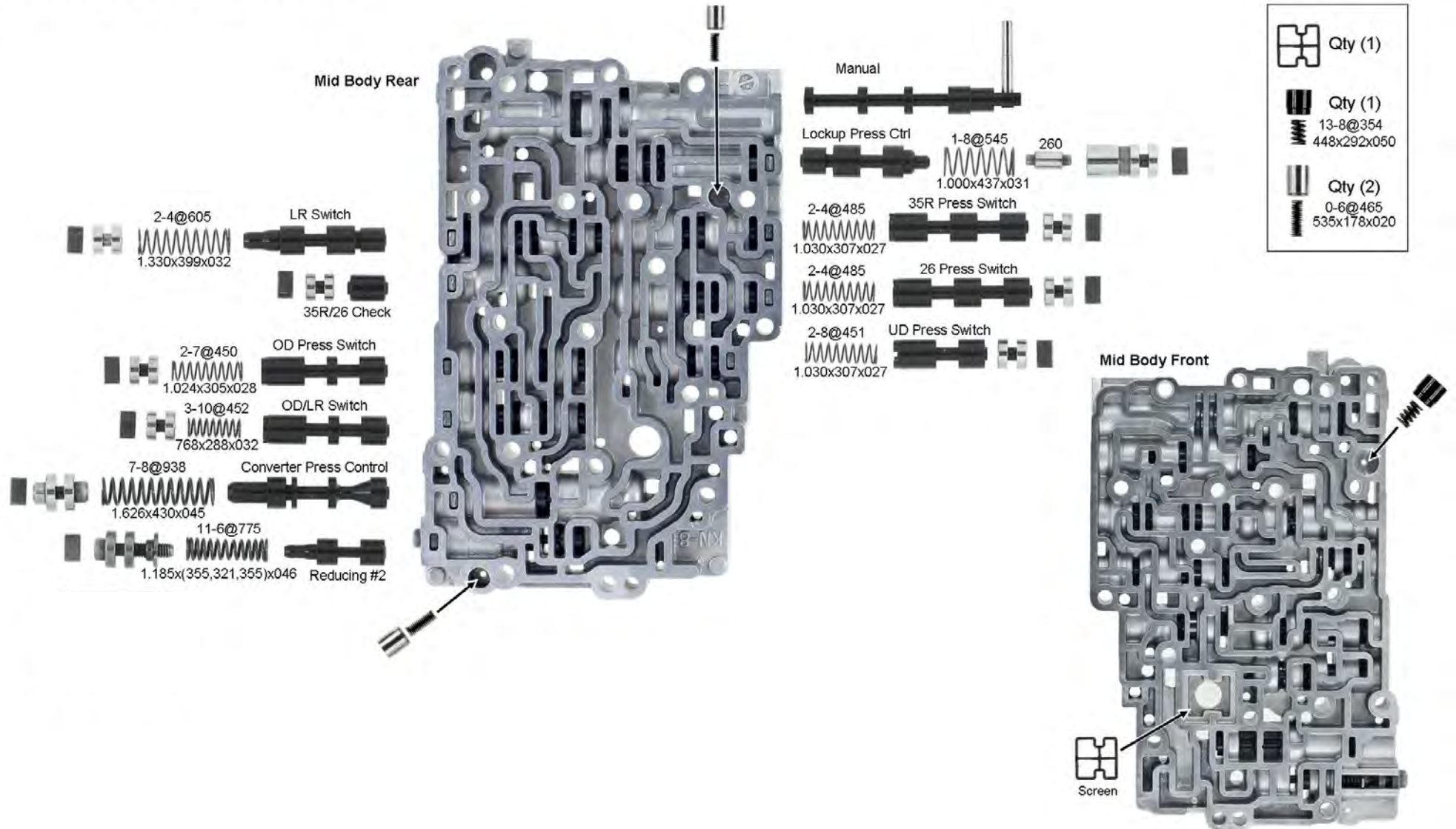


* Note: These 3 springs are the same spring even though the working height of the OD Reg is different. The 2-6 Spring is smaller in diameter.



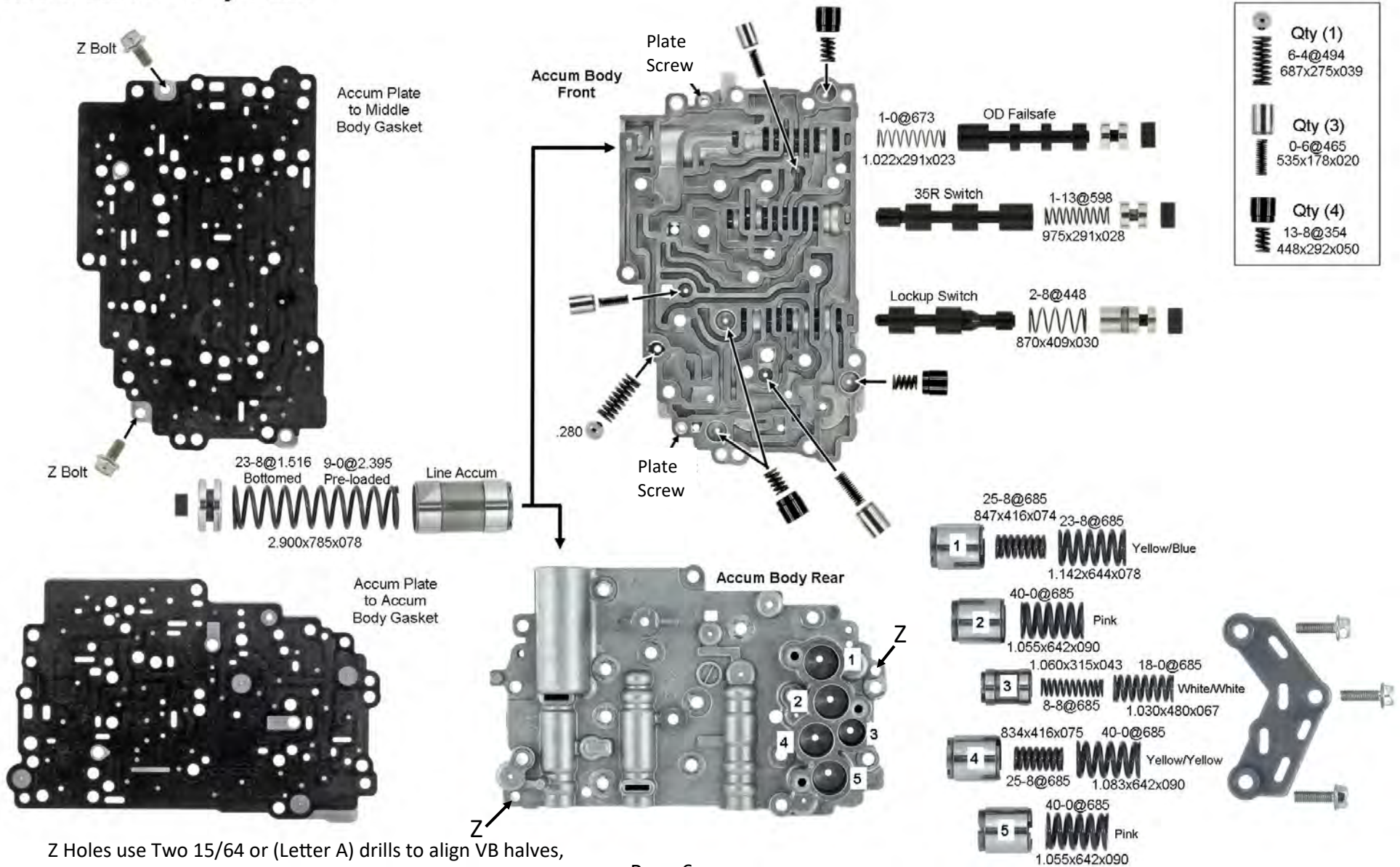
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This is a typical parts layout of a A6MF1 Valve body. Your Valve Body model may be different!
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A6MF1 Valve Body Data



Z Holes use Two 15/64 or (Letter A) drills to align VB halves, before tightening bolts that hold the VB together.