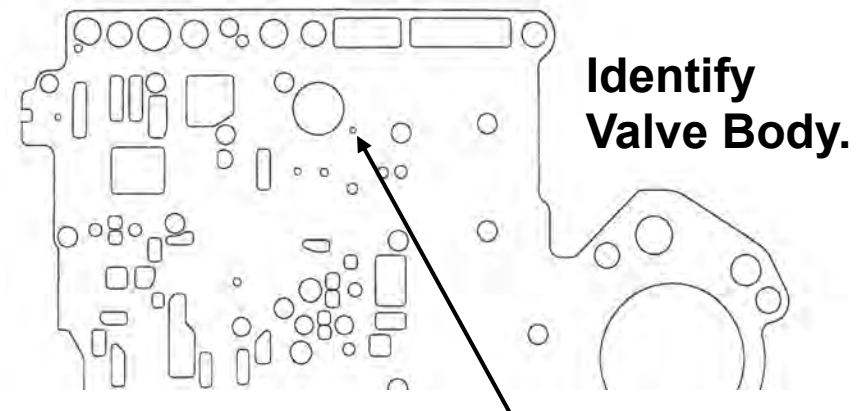


SK[®]TFOD Diesel

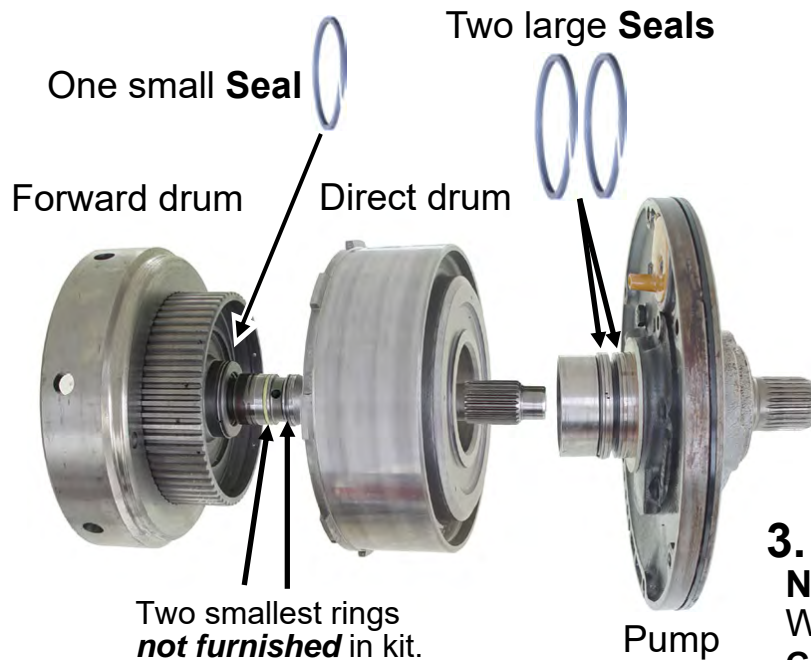
Increases Torque Capacity
Lockup & Shift Firmness
Reduces Drainback
Perfect for Diesel Trucks

Fits all Big case 46 & 47 RE's & RH's to 2007
Does NOT fit 48RE's see right for ID.



This Kit only fits VB's **WITHOUT** this balance hole.
If your original plate **HAS** this balance hole USE SK 48RE kit.

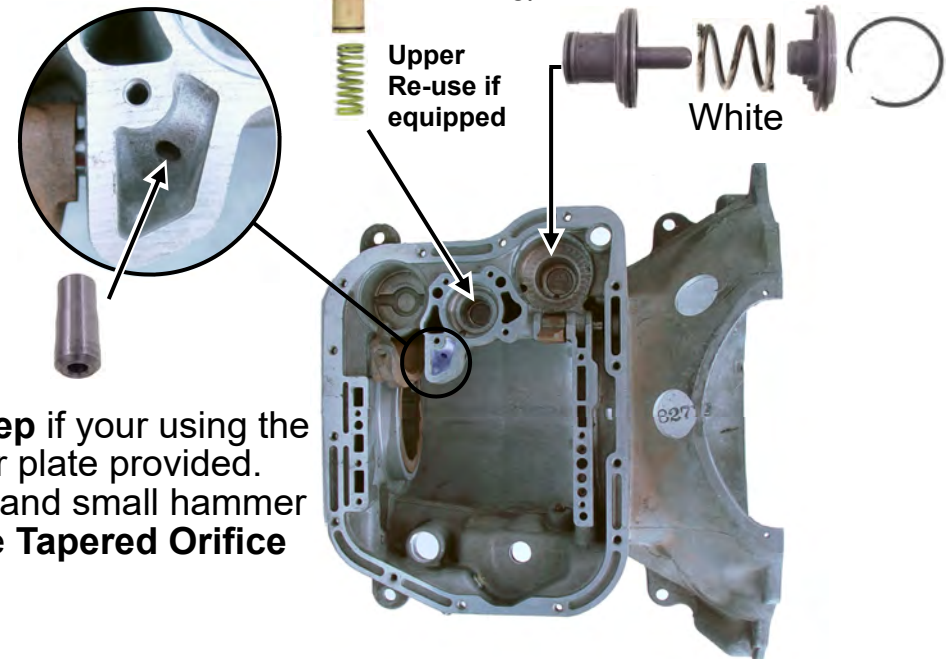
1. If trans is apart, install Seal Rings.



2. Install **new** short lower 1-2 Accum spring as shown. Some models use upper spring-reuse it.



4. Discard original spring. Install new **White** Servo return spring. Front band Adjustment: Snug with short wrench back off 1-3/4 to 2 turns.



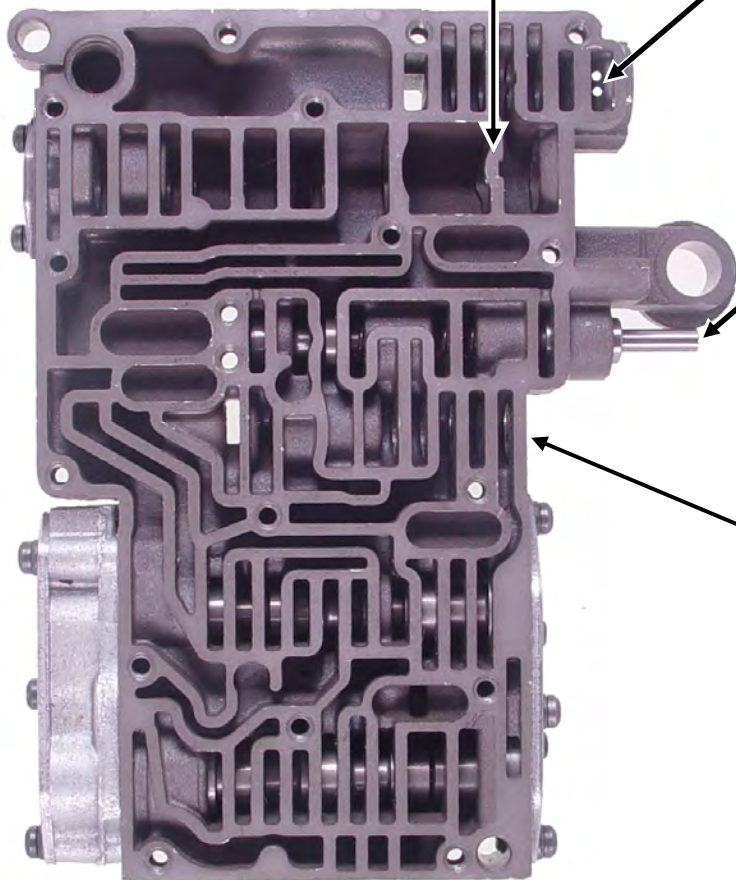
3. **Skip this step** if your using the **NEW** separator plate provided. With a VB bolt and small hammer **GENTLY** tap the **Tapered Orifice** into this hole.

Installing converter with multiple clutches or working on non lockup transmission SKIP step one.

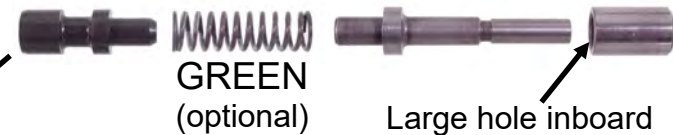
- 1.** Drill one or two .076 to .096 holes down through the bottom of the most outboard passage.
One Hole = Slightly firmer Lockup
Two Holes = Much firmer Lockup



No cross drilling required. If VB has cross drilled hole here from previous repair plug it.

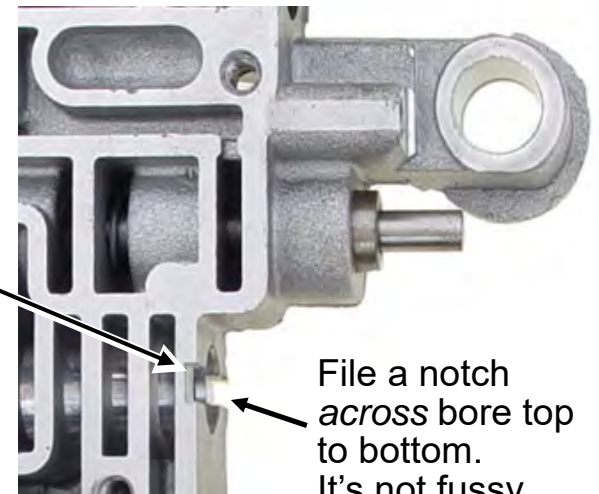


- 2. For NORMAL USE skip this step.** If later throttle on up-shifts are desired, install new GREEN TV spring. No need to grind TV valve.



Got a worn TV valve bore? Order **P/N TF-TV**
A redesigned TV valve that's a "drop-in" fix.
No special tools required!

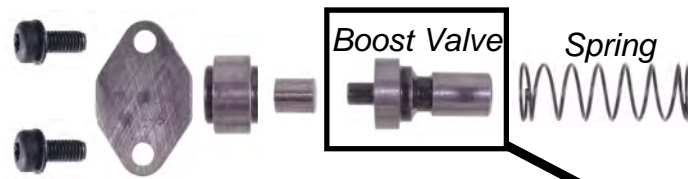
- 3.** Turn the valve body over. Using the edge of a large file, file a notch about *halfway* thru the thickness of this partition.



Watch out for this:

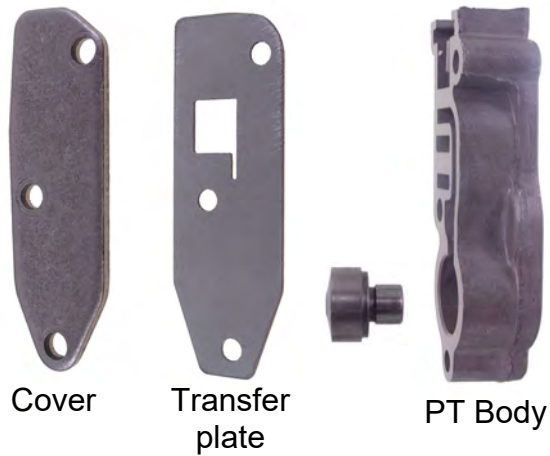
Wear in the Boost Valve bore area causes repeated rear band failure & lazy or erratic pressure rise. **FIX IT NOW!**

Order **P/N TF-Boost** Our redesigned boost valve fixes the issue without any special tools required. An easy "drop-in" solution to a high risk failure.



Factory Parts Shown for information only.

2. Install new transfer plate between Cover and part throttle body.



Cover

Transfer plate

PT Body

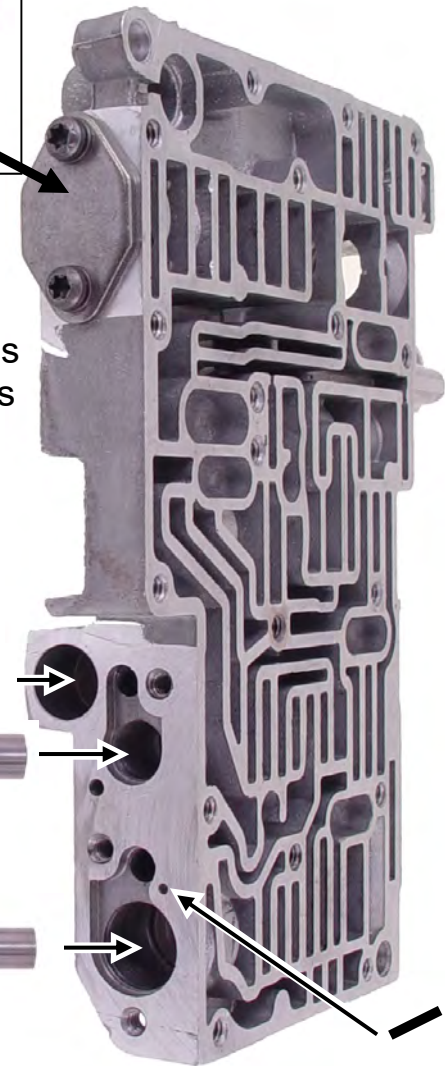
Transfer plate does NOT go on spring side!

1. Install New Spring:
Yellow for 12 valve Diesel Engines
White for 24 valve Diesel Engines
White for all Gas Engines



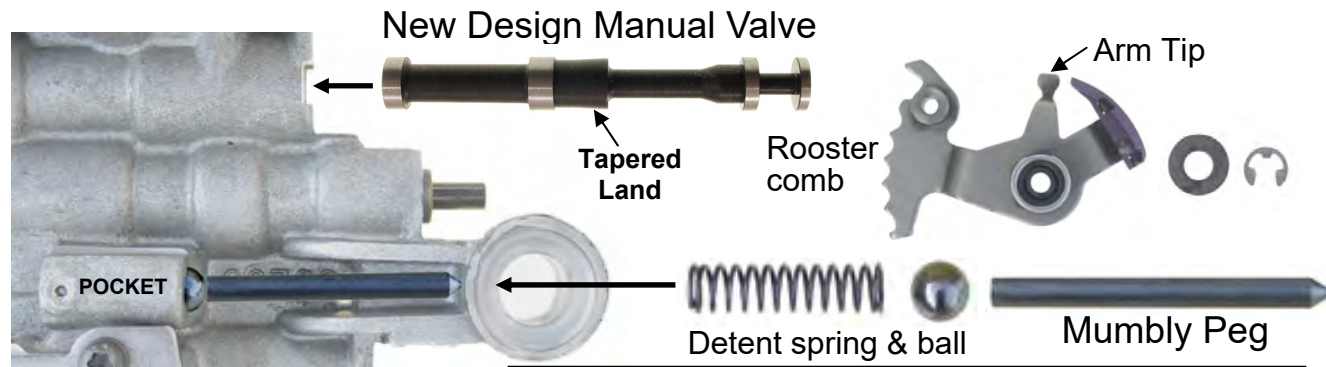
3. Using a pick and small hammer, taper top of this hole to help start the pin.

Install pin furnished into this hole, using needle nose pliers and small hammer. File flush if needed. PT body must sit flush against VB.



Pin

1. Insert spring and ball into VB pocket using the Mumbly Peg to hold the ball in place. Insert new Manual Valve and reassemble the rooster comb. Remove peg.



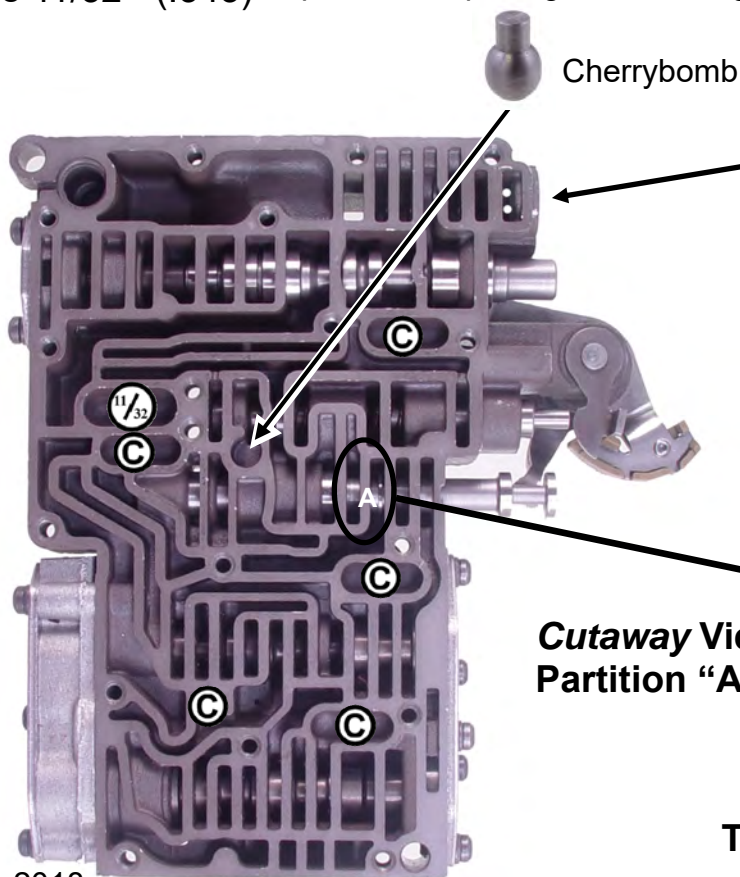
Detent Ball sloppy in the pocket? Order **P/N TF-Detent**
New "drop-in" design keeps manual valve indexed correctly!

Six Check-balls

One Cherrybomb

- © Five 1/4" (.250)
- © One 11/32" (.343)

2. Discard this check-ball install Cherrybomb here. **Careful!** Align stem of Cherrybomb through hole in plate when putting VB half's together.



Cutaway View
Partition "A"

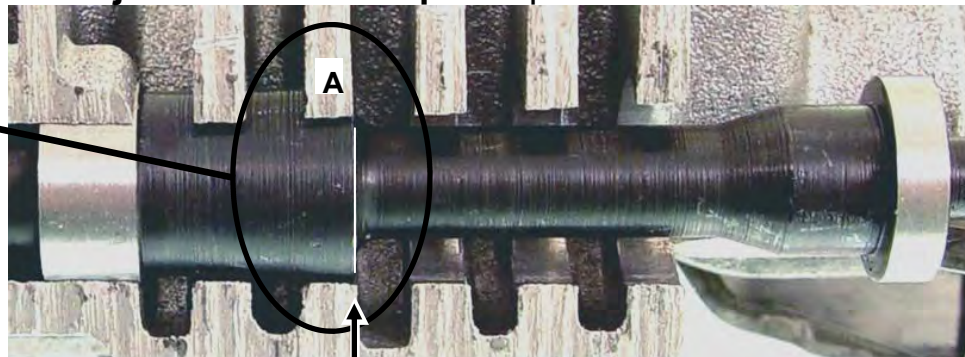
3. Four Land switch valve ONLY Grind one notch on slight *angle* to about the middle of this land. Don't Grind three land switch valve. VB with three land switch valve reuse original separator plate.



4. Manual Valve position.

With valve all the way inboard (Park position) the *right edge* of the Tapered land **must be flush** with *right edge* of partition "A". (.030" from flush either way is ok.)

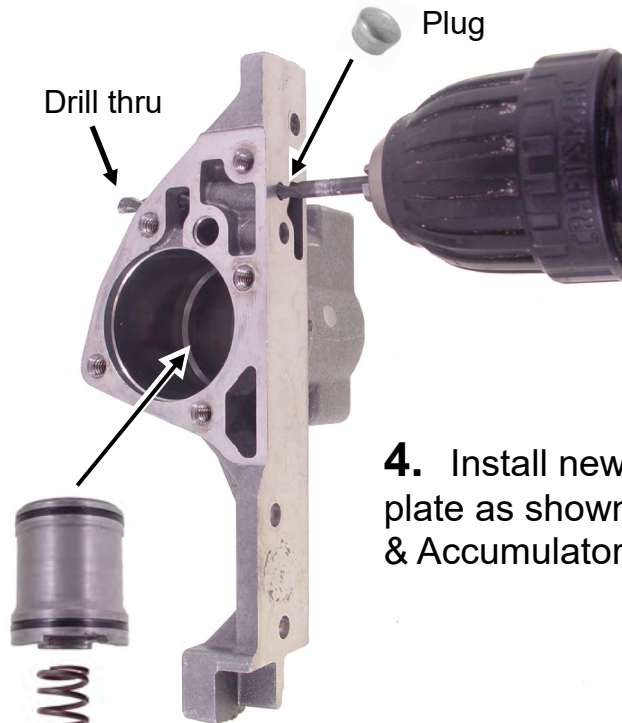
To Adjust: Bend Arm tip with pliers.



Tapered Land flush with right edge of Partition "A".

1. Place .156 drill into hole shown and drill all the way through the accumulator housing and out the other side. With small punch drive plug into hole just below flush.

If working on RH model with Governor on output-shaft Skip Step 3



4. Install new transfer plate as shown between VB & Accumulator housing.

2. With small punch drive tapered plug into this hole just below flush.



Plug

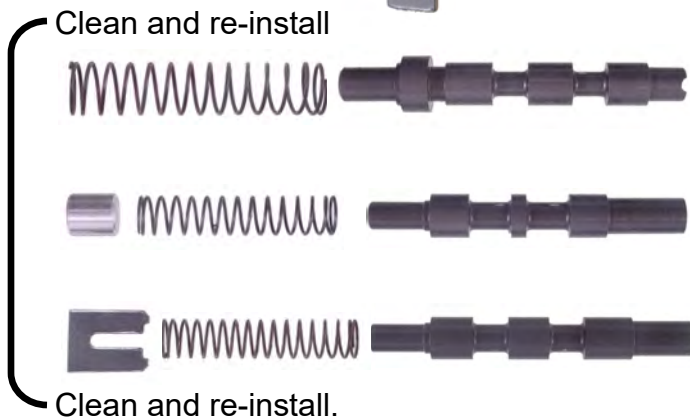
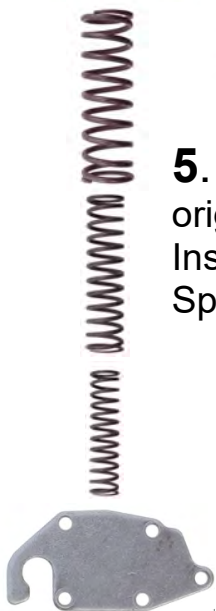


White



3. RE Models only: Install limit bushing, 3/16 ball and White spring as shown.

5. Discard original spring Install new **Red** Springs.

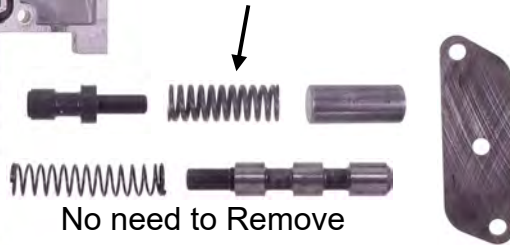


If working on RH model with Governor on output-shaft
Skip Steps 1,2 & 3.



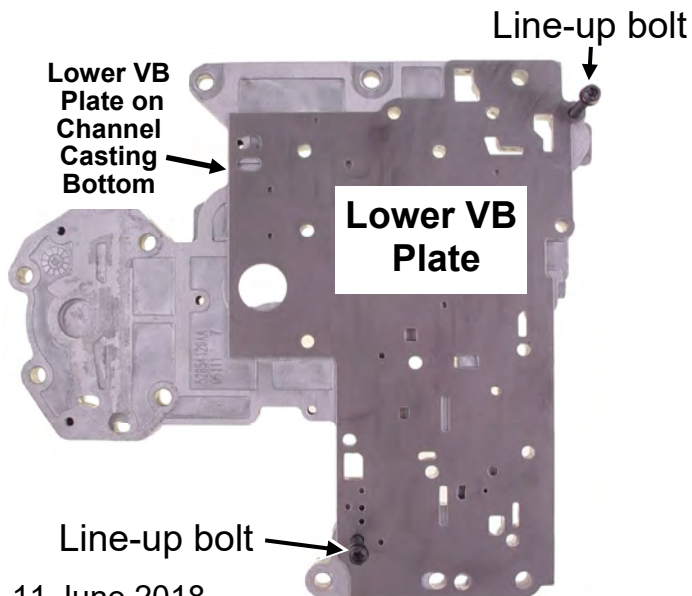
1. RE Models only:

Install new spring here.
White 12 Valve Diesels
Orange 24 Valve Diesels
Orange Gas Engines

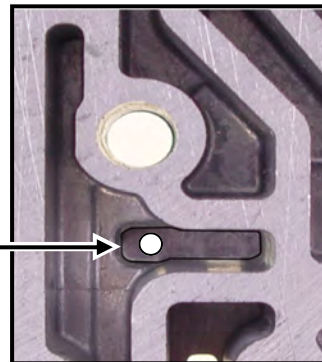


No need to Remove

2.RE Models only: We need to add a hole to the **Lower VB Plate**. Use channel casting as drill guide. Place plate on channel using two VB bolts to line it up as shown, then flip it over.



3. RE Models only: Use this rectangle passage as guide to drill .103 hole through **lower plate** as shown.



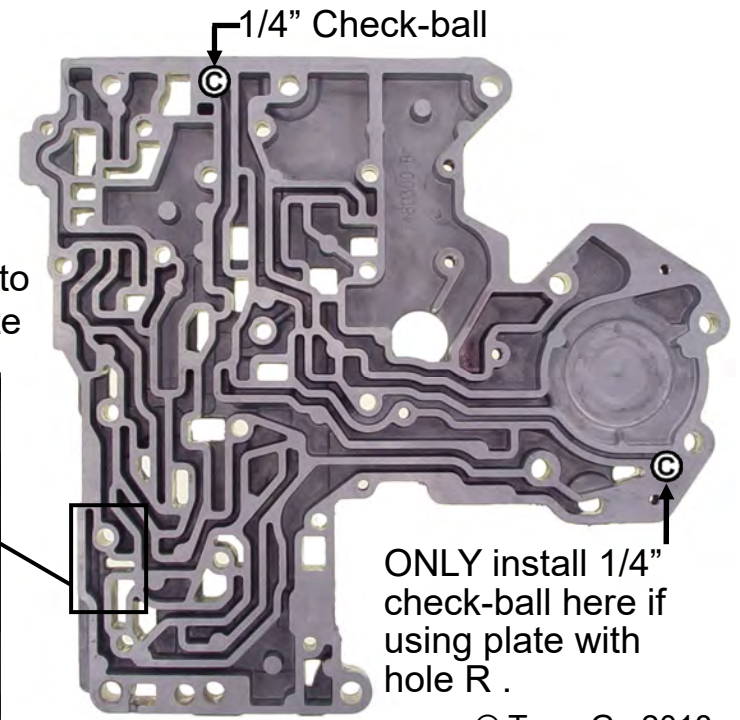
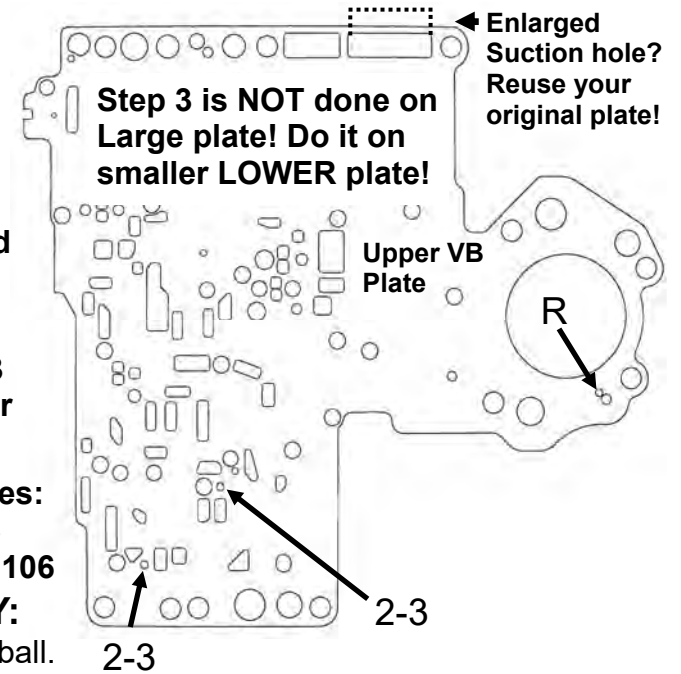
4. Select Plate:

Use New Plate with 4 land switch valve VB **ONLY!**
(See page 4- Switch Valve ID)

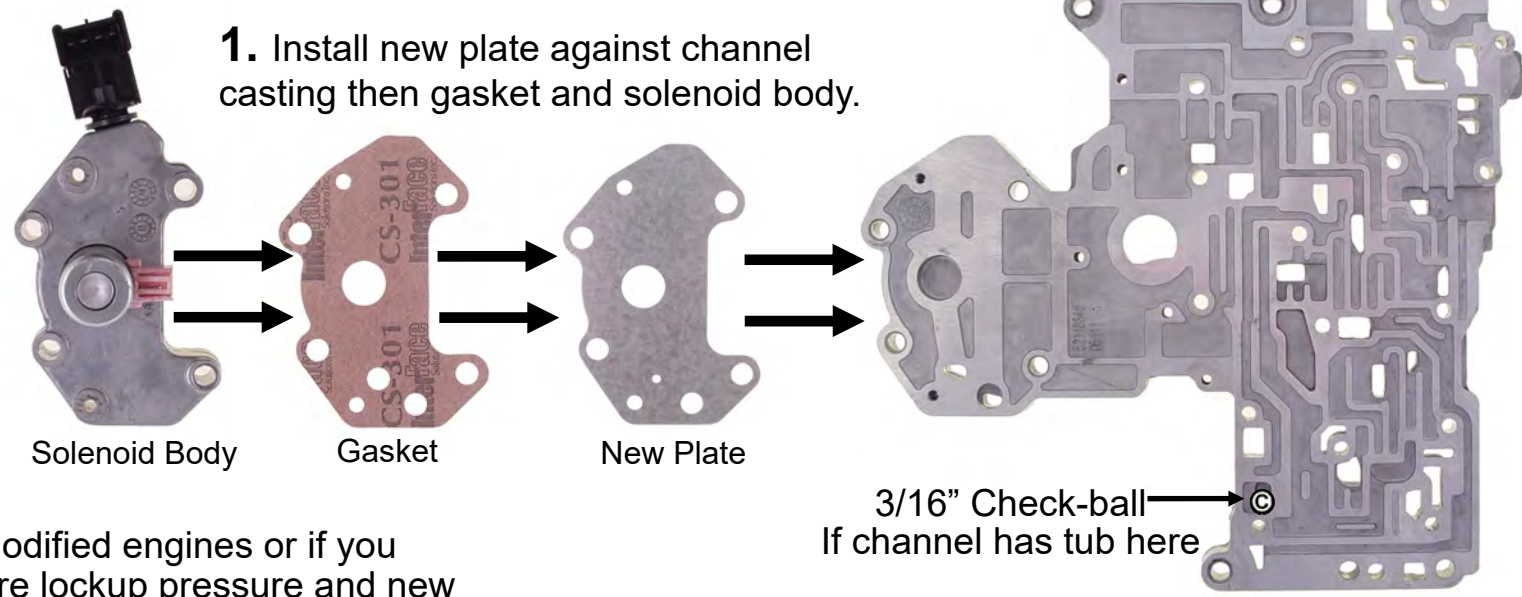
Reuse original plate if VB has 3 land switch valve or has a large suction hole!

Now enlarge both 2-3 holes:
Stock Engine .089 to .093
Modified Engines .103 to .106

For Snow Plow ONLY:
Make **R** hole .093 and install ball.



RH Models without Solenoid Body, Skip Step 1.

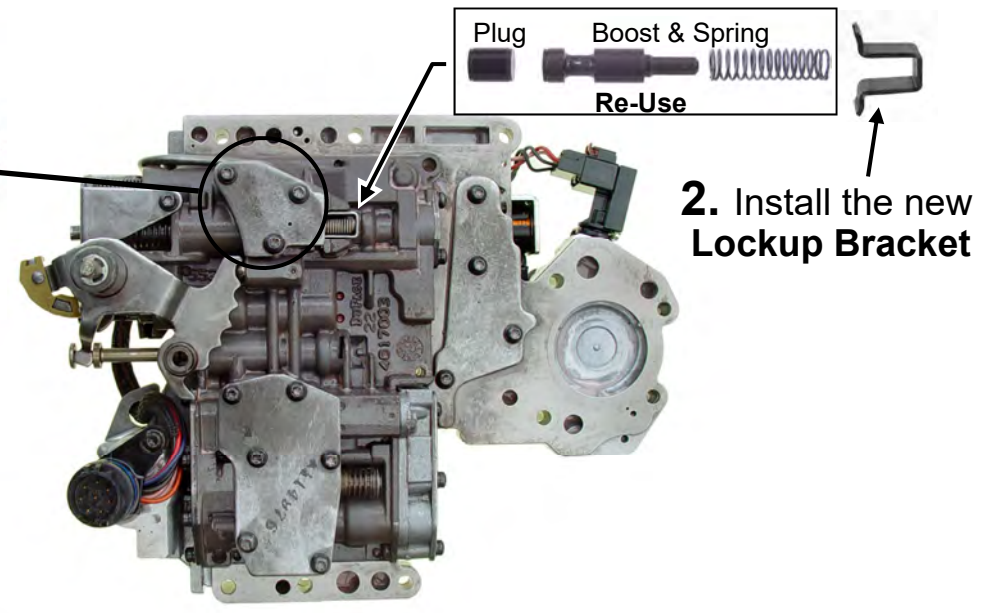
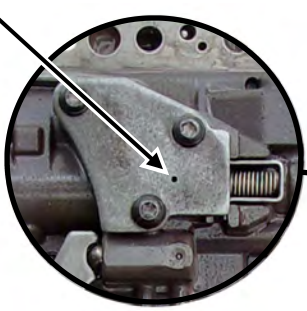
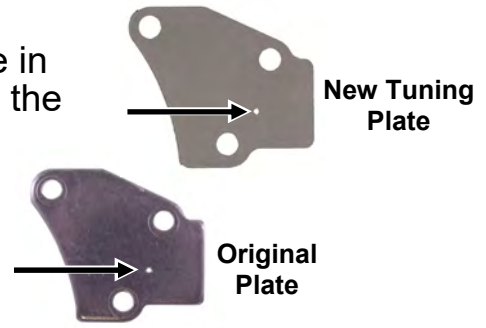


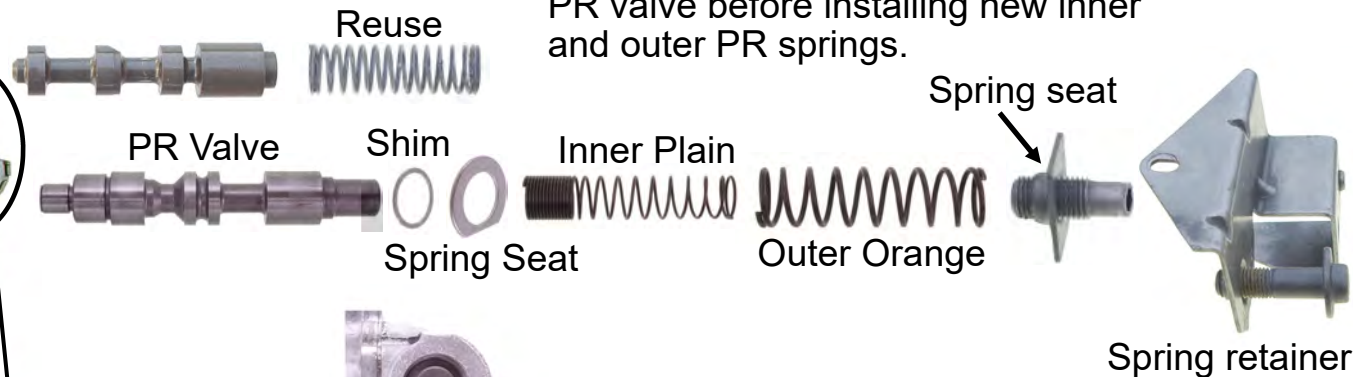
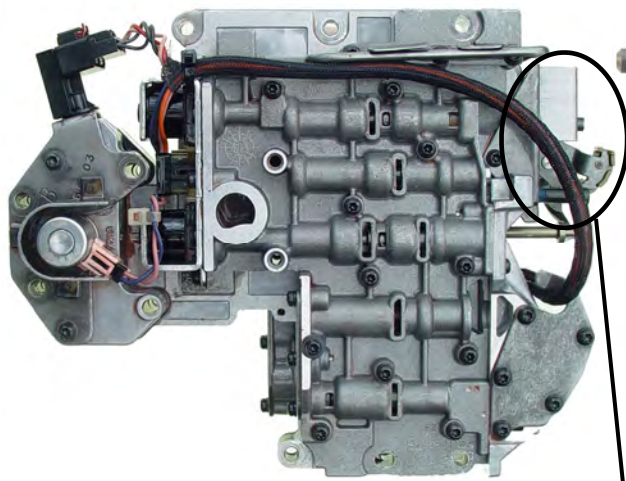
3. For modified engines or if you need more lockup pressure and new rings **ARE** installed (page 1 step1) enlarge this hole in the original plate .076 to .096.
Bigger hole = More Pressure.

Is the hole drilled too Big already?
Drill NEW tuning plate to the desired size & install it **UNDER** the original plate.

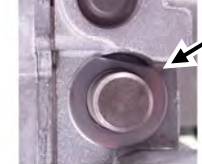
Lockup too firm with a triple disc?
Use tuning plate & drill smaller hole.

Be sure to line up the hole in **both** plates as you tighten the retaining screws if using The New Tuning Plate

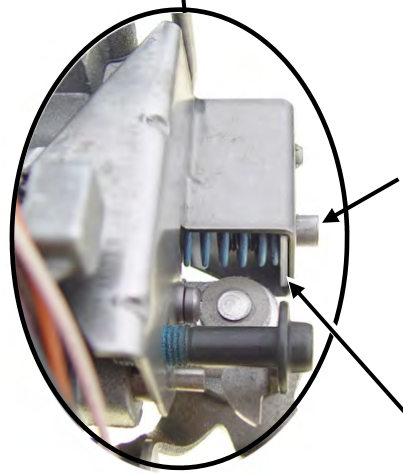




1. Install New shim and spring seat on PR valve before installing new inner and outer PR springs.



Install Spring Seat as shown. Make sure flat on spring seat has some clearance from casting. File casting if necessary to give it a little room to rotate slightly. Do not allow it to bind between PR valve and casting!



2. PR Adjustment

With 3/16" allen wrench, turn adjusting screw *clockwise* until spring seat is just *flush* against the inside edge of spring retainer. Then turn counterclockwise 2 turns for mild horsepower, 4 turns for major horsepower. Stock HP leave flush.

Flush Here

Fluid level checking: While the new manual valve provides oil to the converter in park, **DO** check fluid level in **Neutral** for accuracy as the converter is charged **MORE** in neutral.

