



# SK<sup>®</sup> 09D

**Fits: 04-07 VW Touareg  
03-07 Porsche Cayenne  
Also Fits AW-TR-60SN**

## Reduces/Corrects/Prevents

Rough shifts, flares during up shifts & kick down. Rough coast downshifts no pressure rise, TCC slip/shudder

**Good news! No need to buy a \$1200 Valve Body to FIX the complaints listed.**

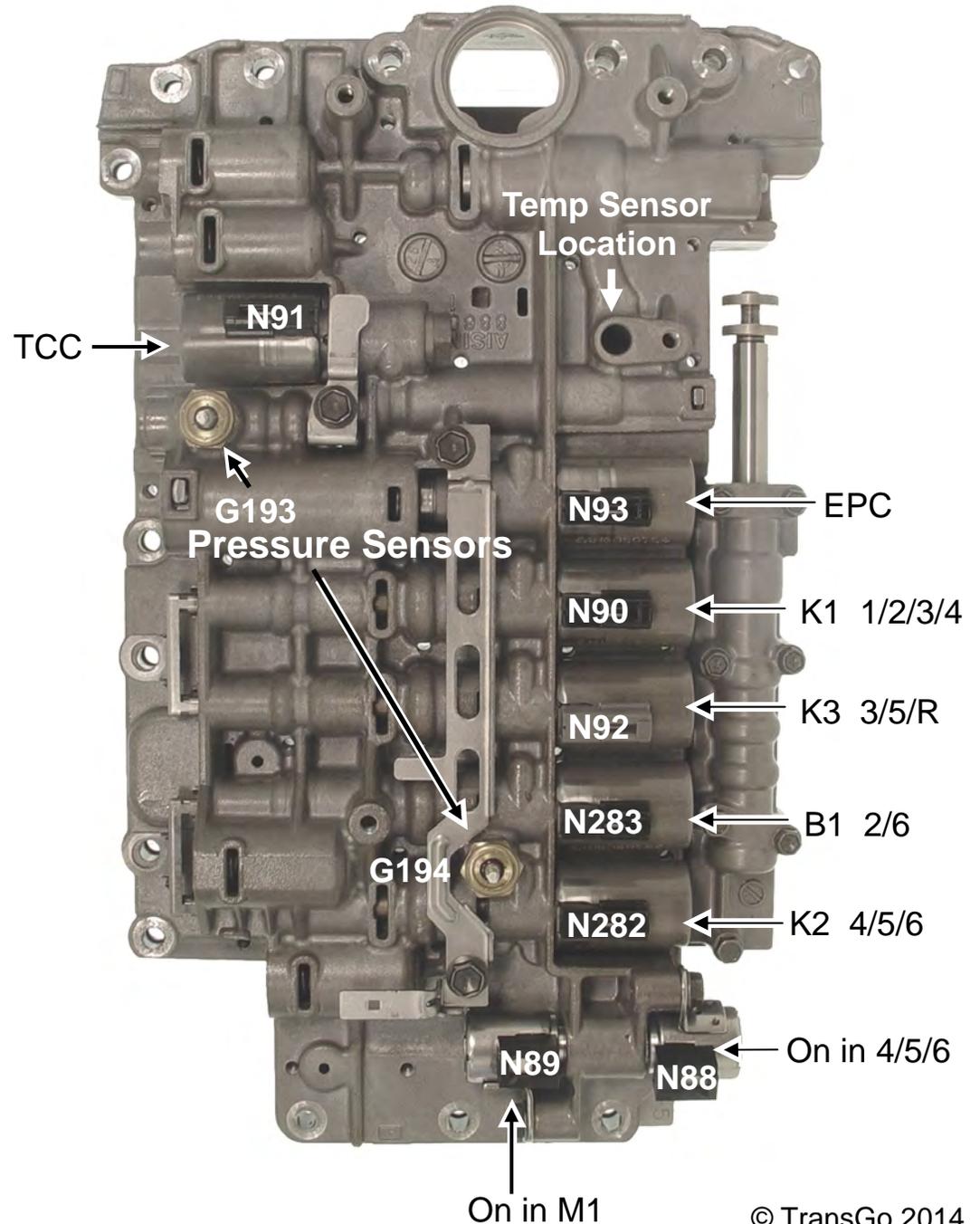
### MORE GOOD NEWS:

If customer's complaint is "Hot Only" and it's one of these complaints: 4-5 flare, 6-5 or 6-4 KD bang, 6-5 or 5-4 coast bang, then just doing **page 4 alone** usually fixes it.

### Step 1

ID mark each solenoid and return them to their original location after doing the repair work on the following pages.  
Read instructions thoroughly before starting!

**Warning!**  
Check-ball locations may differ between models!  
Use care when splitting VB halves. Re-install as found!



# Linear Solenoid Disassembly and Correction: Steps 1-9 for 6 linear Solenoids.

## Step 1

**Check solenoid resistance first!** Solenoid resistance should be 5-7 ohms between Connector Pins. Checking from either Pin to Solenoid Body must be open. If Solenoid fails either check Solenoid will need replacing.

## Step 2

Grind crimp until end cap falls off.  
Use side of bench grinding Wheel.



## Step 3

Remove Armature & washer. Grind Body flush with inner step.



## Step 4

Measure the Shaft.  
.156-157 use long drill  
.154-155 use short drill  
Use selected drill in Step 5.



## Step 5

Turn Drill **counter clockwise by hand** insert it all the way into Solenoid. While holding the Drill turn the Solenoid both directions for 15 seconds. **Turn the drill counter clockwise & remove the drill.**



### Step 6

After resizing Solenoid Bushings clean out debris with brake clean & blow out with air. Install Armature & stroke while spraying Sol Valve with Brake cleaner.



### Step 7

Hold Solenoid upside down, Armature must fall out. If not perform step 5 again.



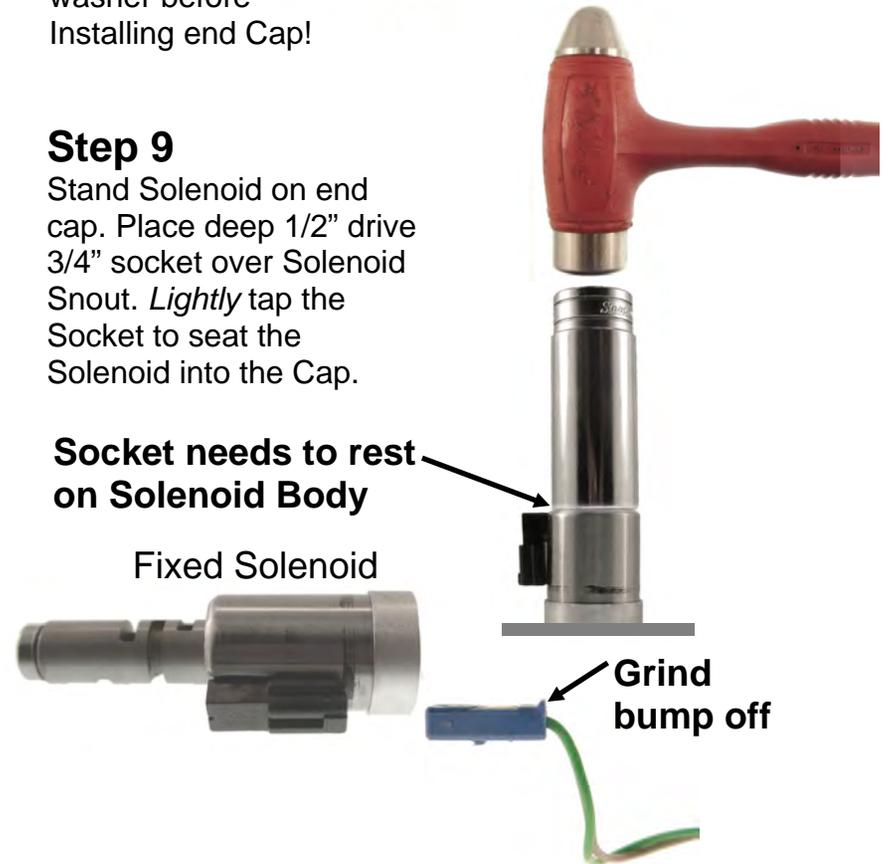
### Step 8

Lay a narrow bead of Red Thread locker around the end of Solenoid Body. Keep Thread locker away from inside of Solenoid. Position new end Cap on Solenoid.



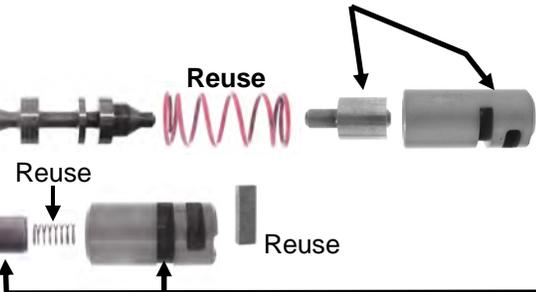
### Step 9

Stand Solenoid on end cap. Place deep 1/2" drive 3/4" socket over Solenoid Snout. Lightly tap the Socket to seat the Solenoid into the Cap.

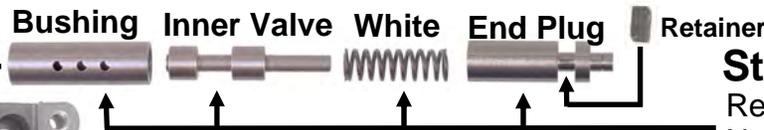


# Valve Body Repairs

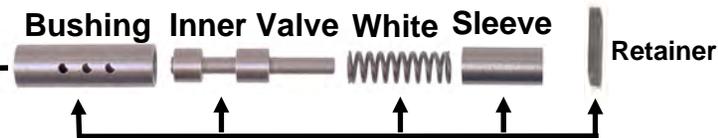
**Step 1** Replace original boost bushing and inner valve with New Boost Bushing and inner valve provided. Re-use retainer.



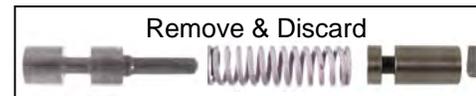
**Step 2** Replace original TCC bushing and inner valve with New TCC Bushing and inner valve provided. Re-use retainer and spring.



**Step 3** Replace original Reg valve with New Reg Bushing, Inner Valve, WHITE spring, End Plug & New Retainer provided.



**Step 4** Replace original Reg valve with New Reg Bushing, Inner Valve, WHITE spring, Sleeve & New Long Retainer provided.  
**Note:** New Sleeve has a small hole on outer end.



# Plate Updates

## Step 1

**Be careful drilling these holes.** Make sure you are enlarging the correct holes with the correct drill! Look twice, drill once!

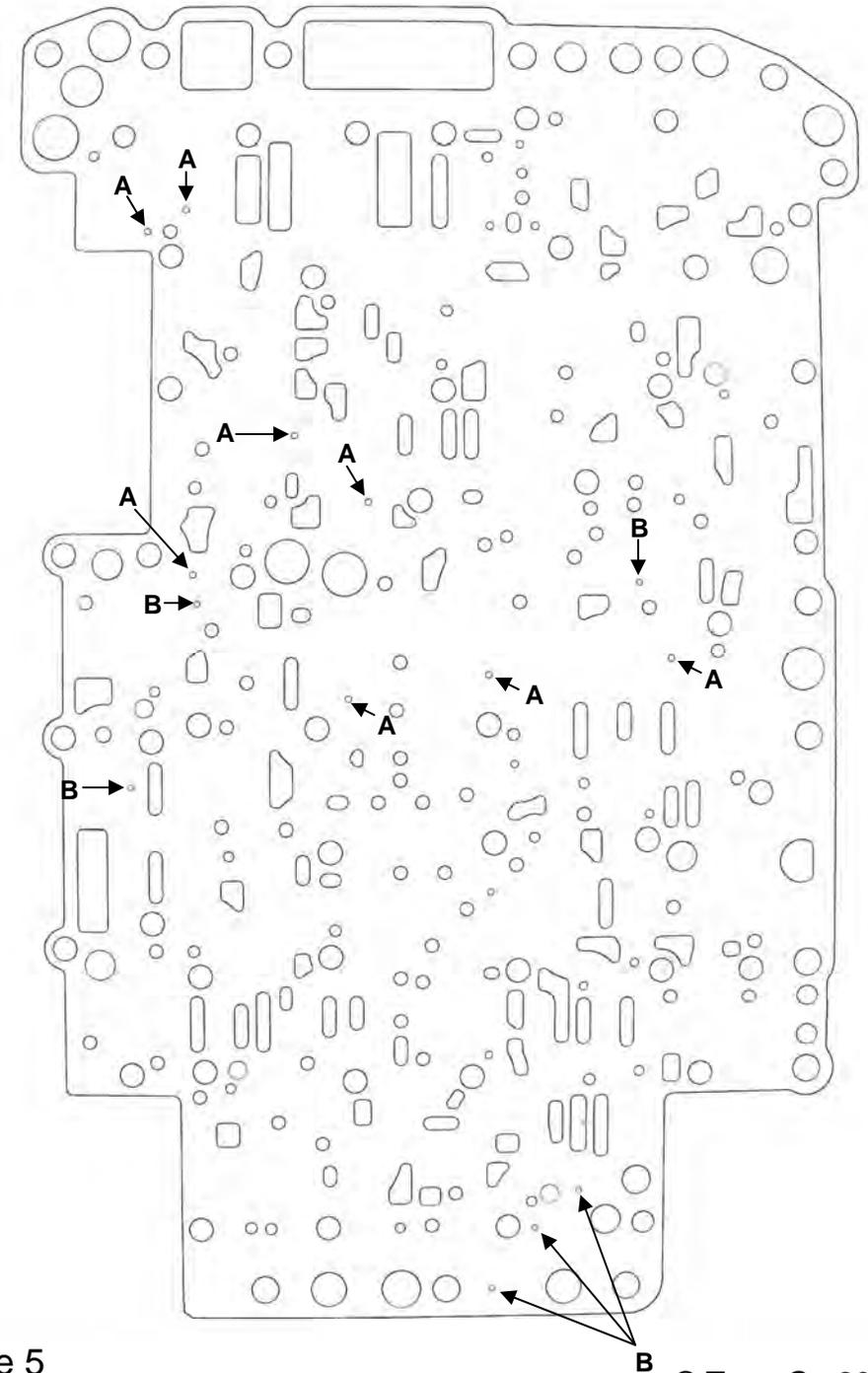
Enlarge **8** holes marked "A" to .046

Enlarge **6** holes marked "B" to .042

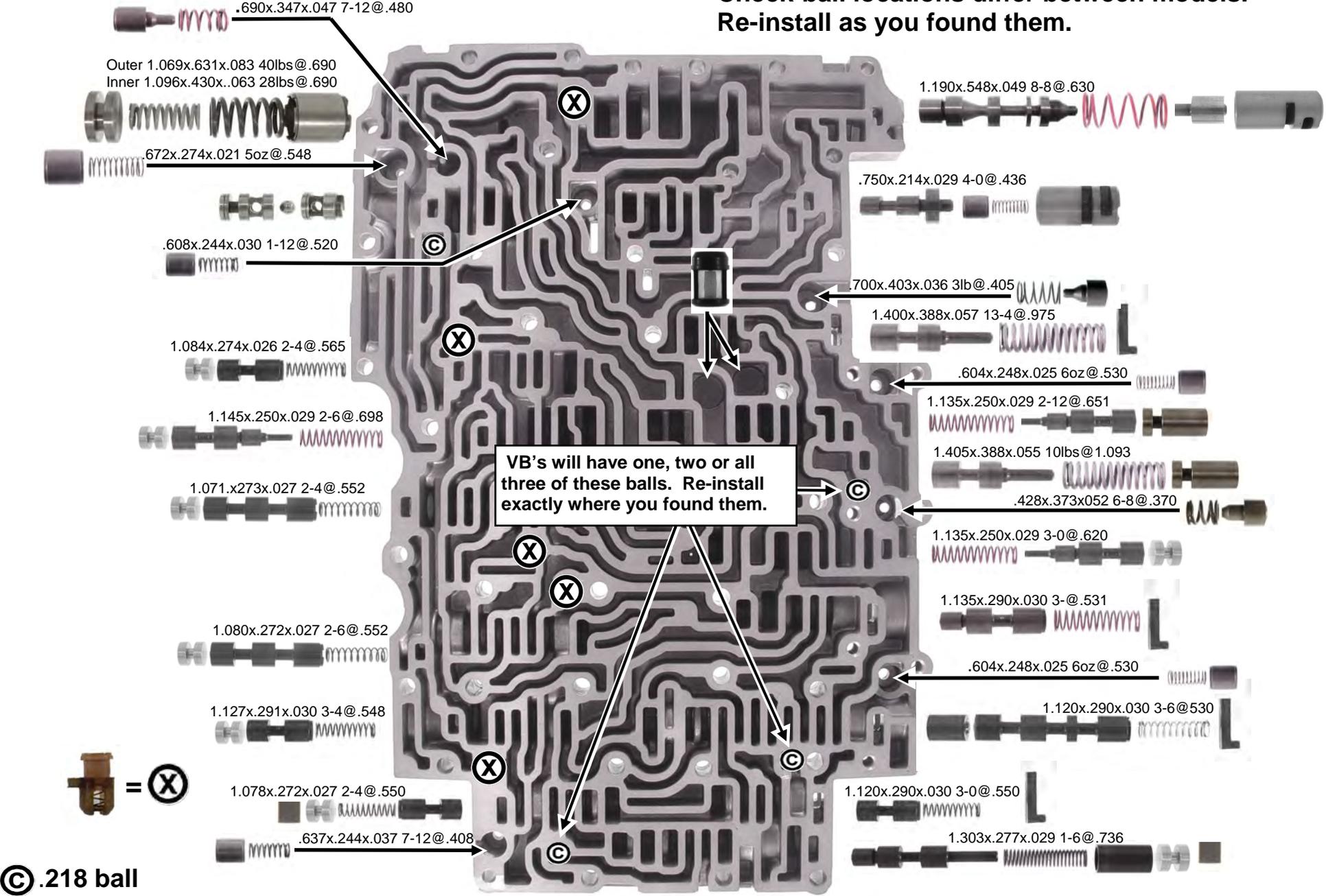
**Note:** Enlarging these holes allows for the normal wear in solenoid to valve control circuits and creates a more positive signal between solenoids and valves.

These are **NOT** clutch circuit feed holes to make firmer shifts! Don't skip this step.

This ends the repair work. The following pages are to help you get the VB together correctly. Call us if your VB differs from what is shown. Thank you.

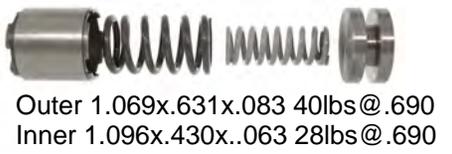
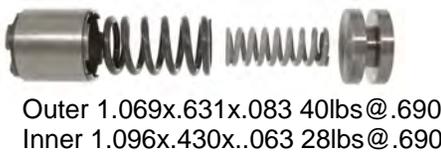
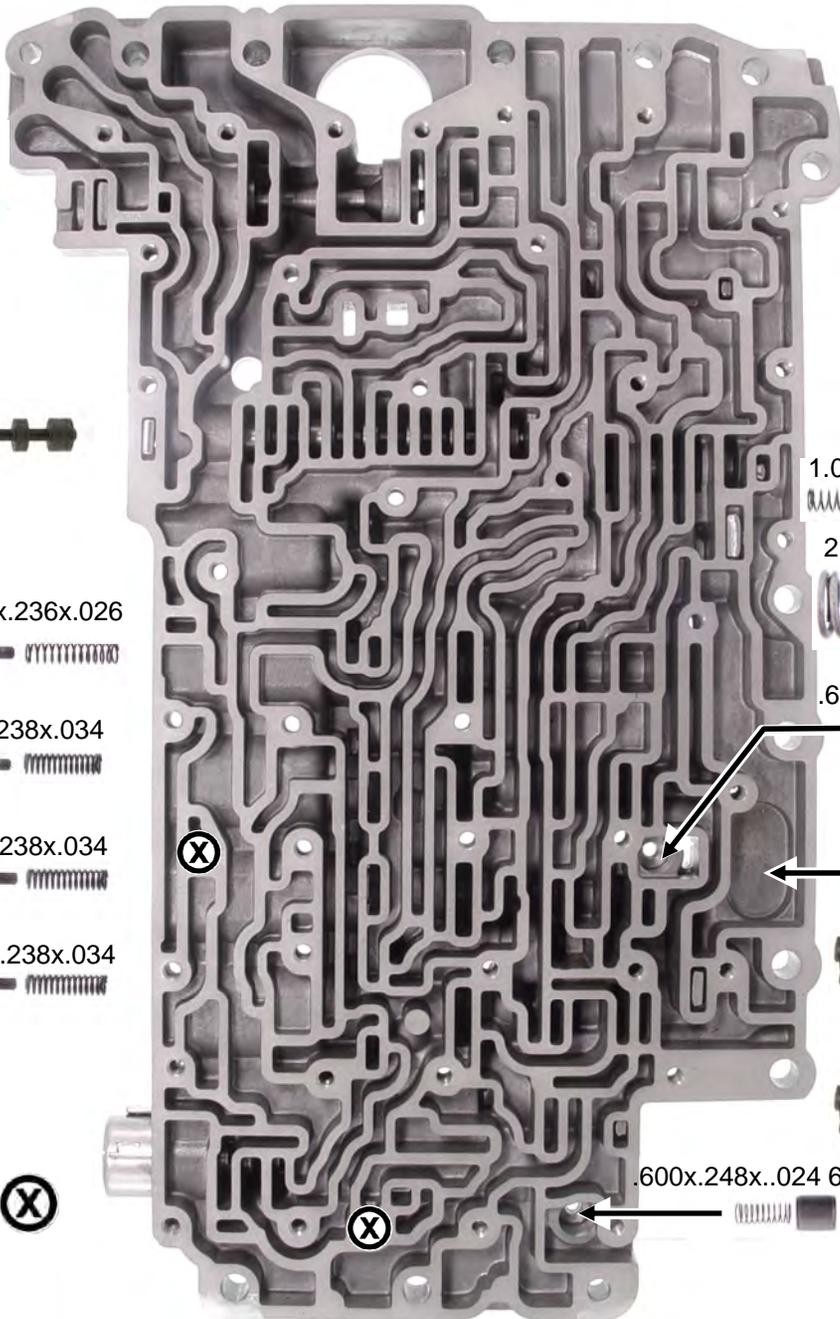


**Upper Valve Body for reference only.  
Check-ball locations differ between models.  
Re-install as you found them.**



# Lower Valve Body for reference only.

Note Retainer location before removing



.600x.248x.024 6oz@.504