

SK[®] 4F27E

Corrects/Reduces/Prevents

Wrong gear starts, No 2nd gear, Skips 2nd,
KD Neutrals at speed, TCC Slip Codes.



Fits:

2000 – On 4speed Ford 4F27E & Mazda FN4A-EL
2006 – ON 5speed Ford FNR5 & Mazda FS5A-EL

Pressure Control Solenoid

<u>Ford ID</u>	<u>SSB</u>	<u>SSA</u>
Mazda ID	SSE	SSD
	10-26Ω	10-26Ω

PCS A
2.3-7.4Ω

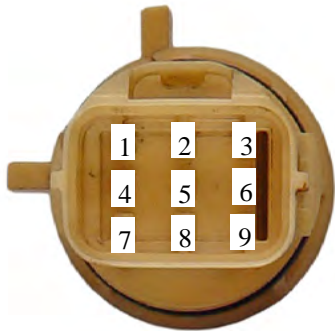
FNR5 VB Shown

↑
4F27 VB
does **NOT**
have this
hole!

Note: Solenoids are named differently between Ford & Mazda. Ford ID is shown here underlined, Mazda ID is not.

Mazda ID	SSB	SSC	SSA
	1-4 Ω	1-4 Ω	1-4 Ω
<u>Ford ID</u>	<u>SSD</u>	<u>SSE</u>	<u>SSC</u>

Main Connector



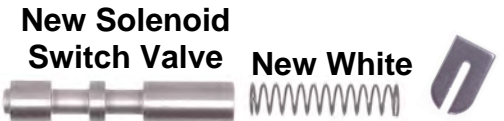
PCS A	2&7
SSA	3
SSB	9
SSC	1
SSD	6
SSE	8
TOT	5&4

Mazda ID
Shown

Main Body Repairs

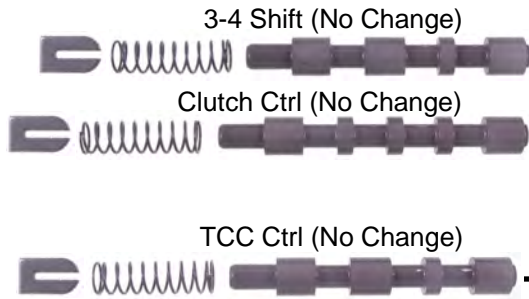
4F27E VB Shown

Dowel



Step 2

Remove and discard original Solenoid Switch Valve & Spring. Install **New Solenoid Switch Valve & New White Spring**. Re-use Retainer.



New Reg Valve **New Inner Bushing**



New Blue Spring



New Outer Bushing



Re-Use Retainer

Step 1

Remove and discard original Converter Reg Valve & Spring. Install one of the **NEW Inner Bushings**, hollow end out. Rotation does not matter. Now install one of the **New Reg Valves** and the **New Blue Spring** followed by one of the **New Outer Bushings**. Re-use the original retainer.

Watch area for excessive damage to bore or valve.

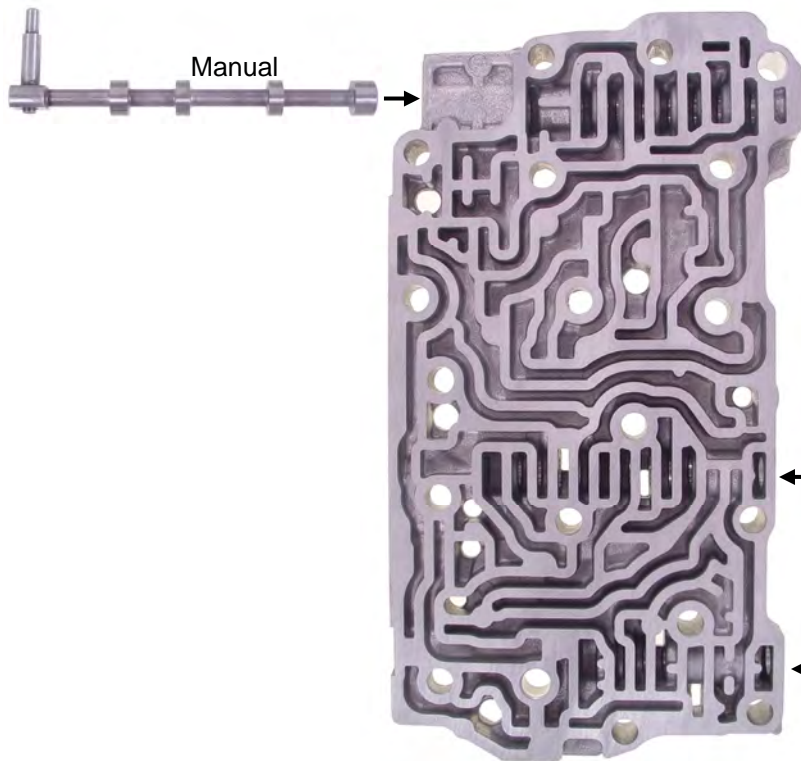


Dowel

Note: 2 sets of Inner Bushings, Outer Bushings & Reg Valves are provided. They are the same. **However**, please pay attention to **spring color** & use the correct spring for the **location** you are working on! Thank you.

Upper Body Repairs

Repairs the function of critical valves with worn bores without the need for any special tools!
It's a real cost and time saver!



Step 1

Remove and discard original Solenoid Reg Valve & Spring. Install one of the **NEW Inner Bushings**, hollow end out. Rotation does not matter. Now install one of the **New Reg Valves** and the **New Orange Spring** followed by one of the **New Outer Bushings**. Re-use the original retainer.

Note: 2 sets of Inner Bushings, Outer Bushings & Reg Valves are provided. They are the same. **However**, please pay attention to **spring color** & use the correct spring for the **location** you are working on! Thank you.

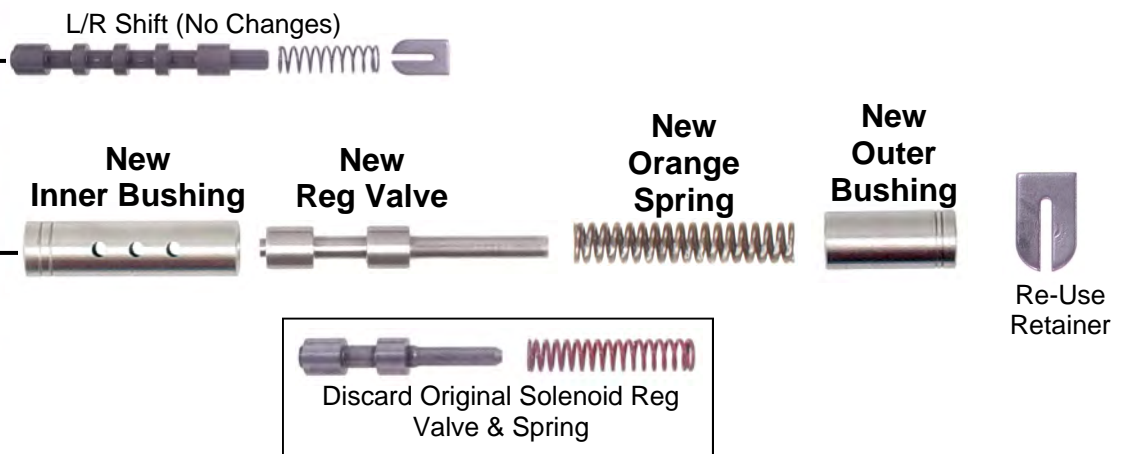


Plate Repairs

4F27E Plate

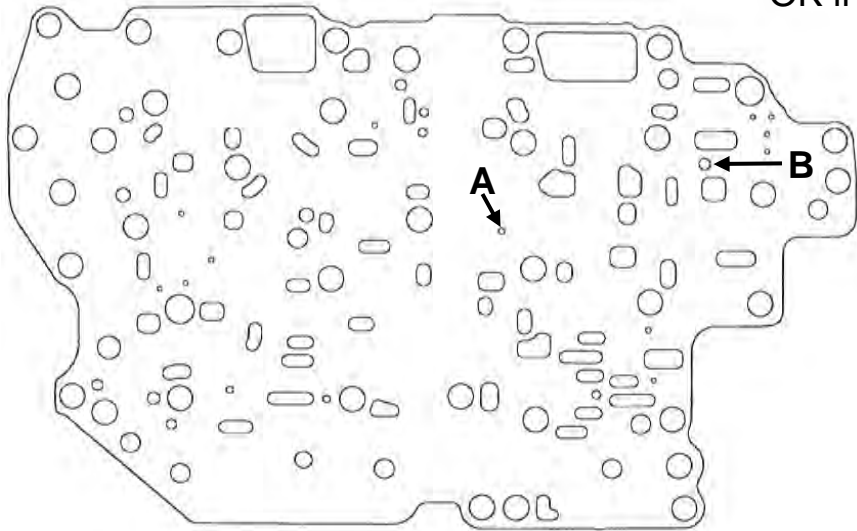
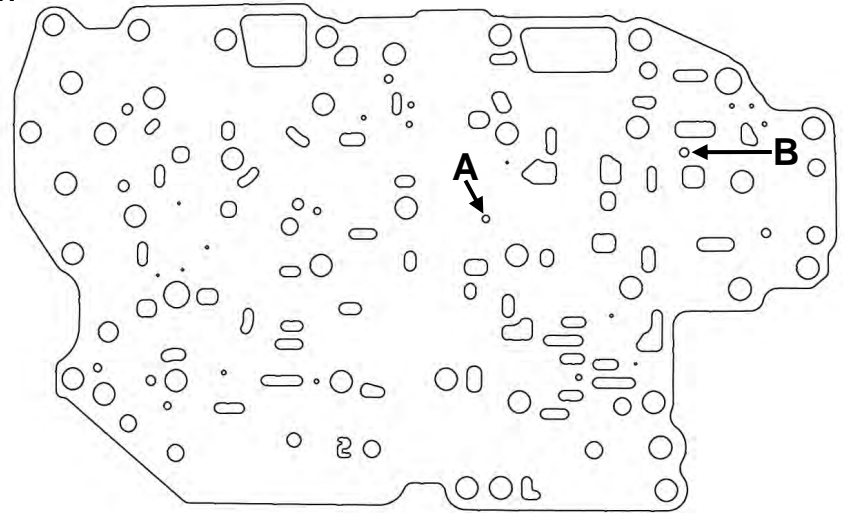


Plate Hole Sizes:

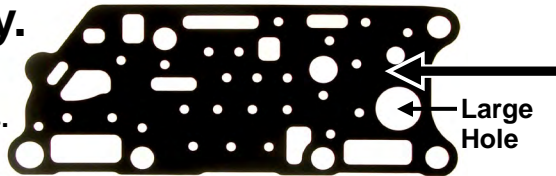
A & B = Drill .055
OK if already bigger.

FNR5 Plate

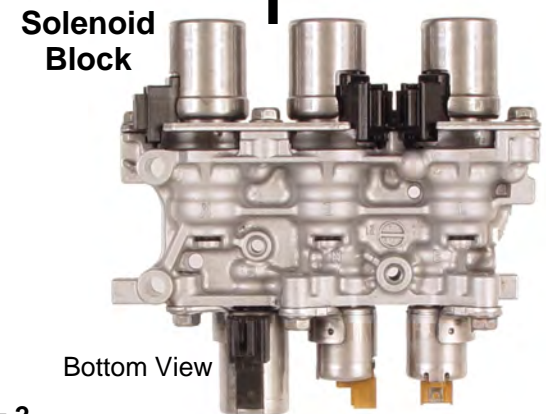
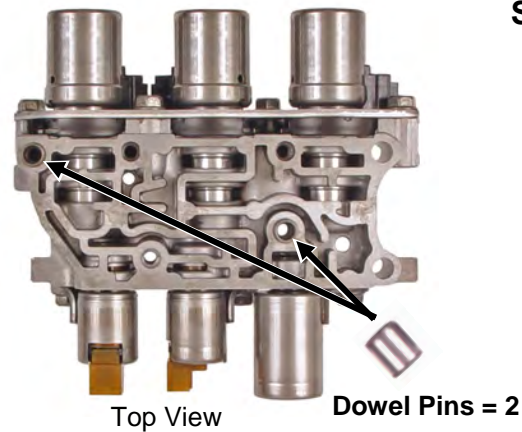
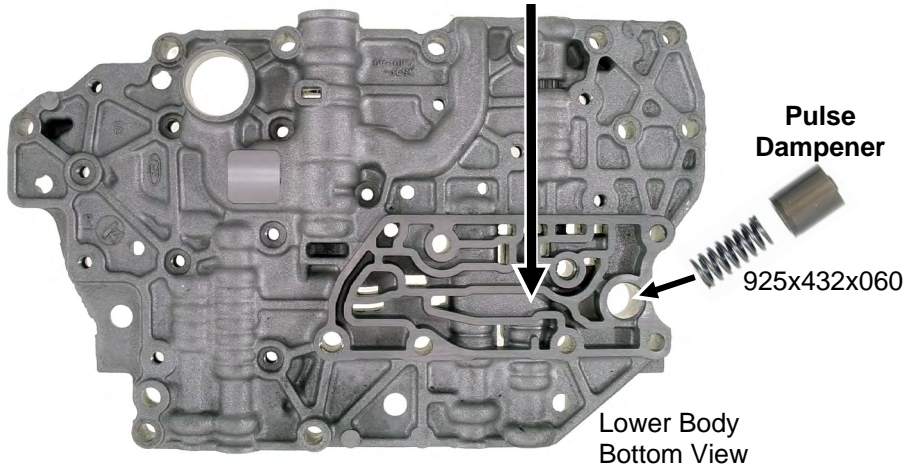
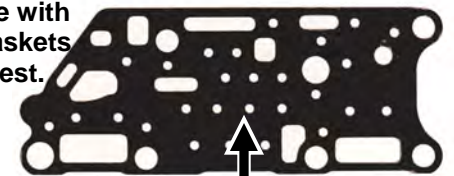
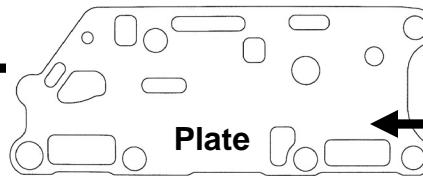


Solenoid Assy.

Early Units used separate Gaskets.



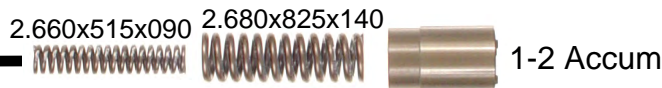
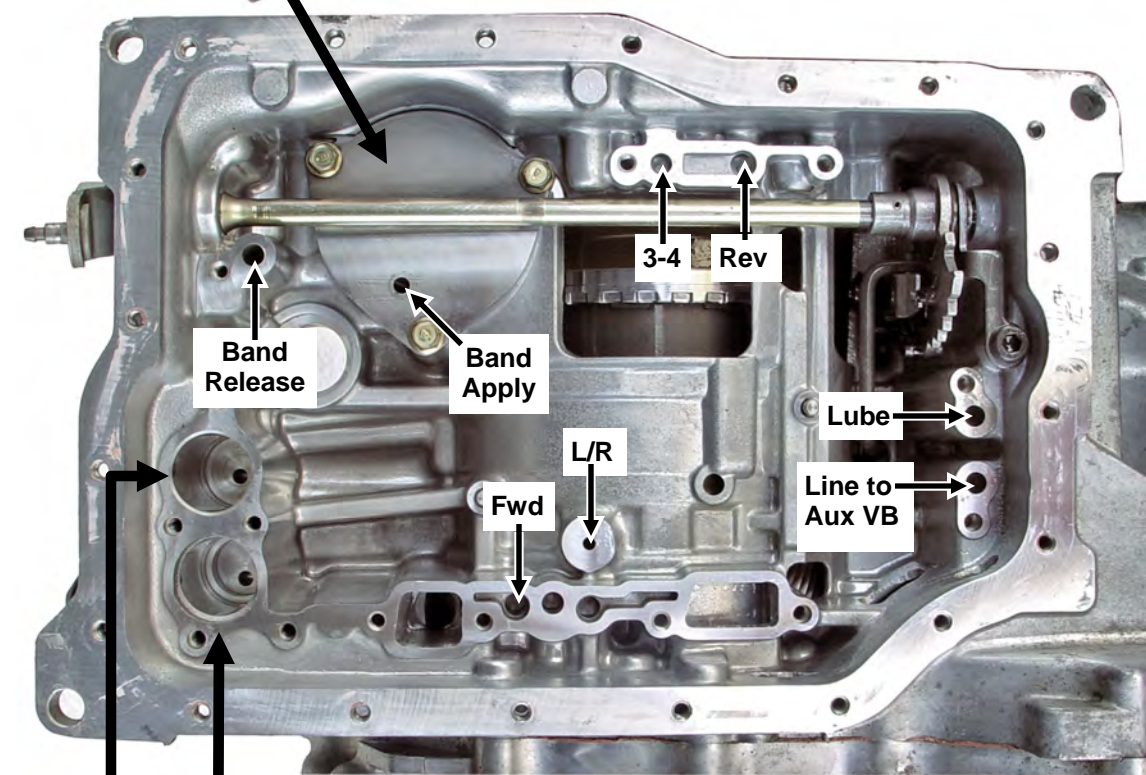
New Plate with bonded gaskets works best.



Additional Information



The **2-4 Servo piston cracks** around pin. Change it! Knock old piston off pin & save old piston pin to use as tool to check pin bore wear **WHILE** band & drum is **still in trans!** Bore & Bush the case if pin is loose! **Repeated 3rd clutch failure will haunt you** if this is overlooked during overhaul.



Install **4 O-rings** before Installing AUX VB!

- 1= Line Feed into AUX VB
- 2= Reverse Clutch Pressure into AUX VB.
- 3= To Reduction Brake
- 4= To Direct Clutch

Note: This trans setup can either direct drive (1 to 1) the pinion shaft or use the reduction planet to reduce the ratio in order to underdrive the pinion shaft.

Additional Information

5 Speed Only Aux VB Assy PWM Solenoid Body Side

Note: The Solenoids for the **AUX VB** are named the same for both Ford & Mazda.

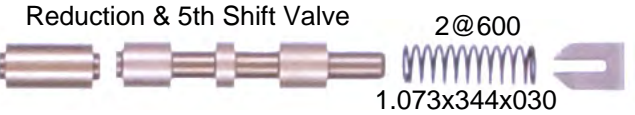
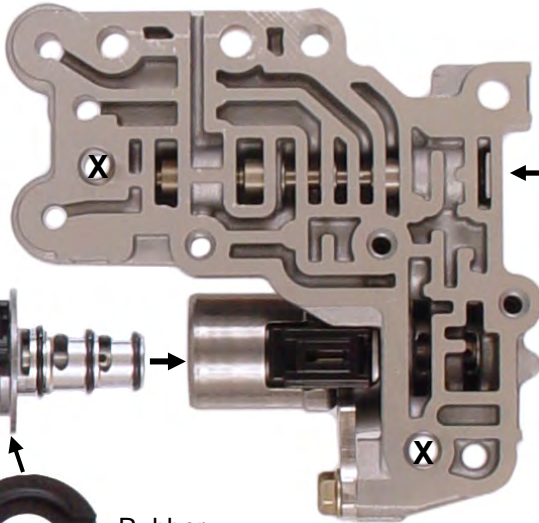


Plain Gasket goes on PWM Solenoid Body side.



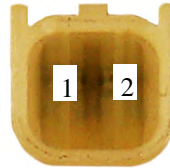
Rubber PCS B Insulator

PCS B
2.4Ω



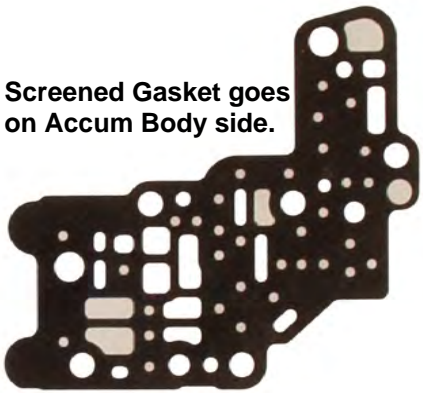
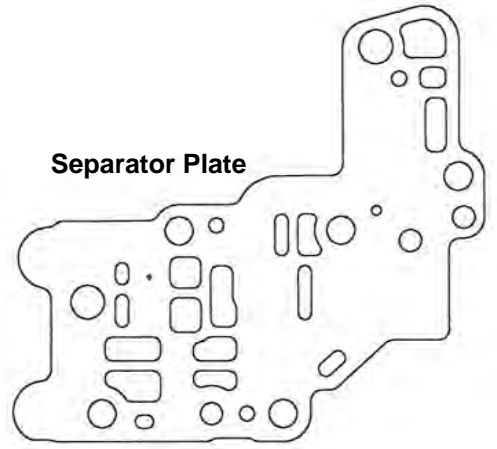
X = Dowel Pins (2)

Aux Connector



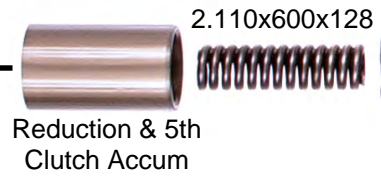
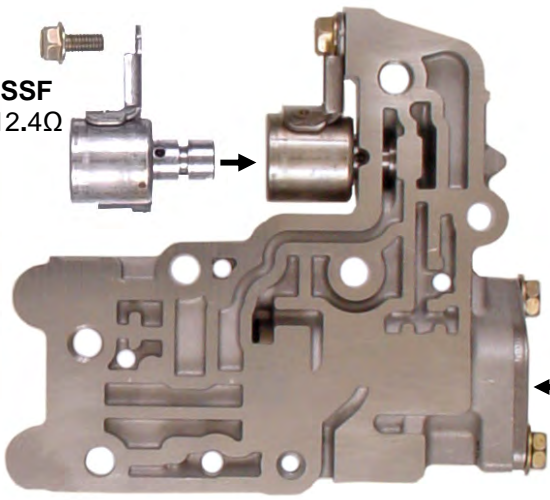
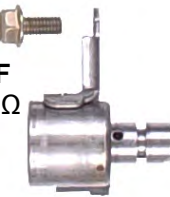
PCS B 2
SSF 1

Separator Plate

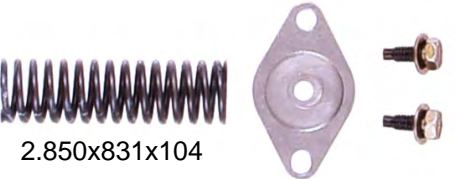


Screened Gasket goes on Accum Body side.

SSF
12.4Ω



Reduction & 5th Clutch Accum



2.850x831x104

Aux VB Assy Accum Body Side