

# SK<sup>®</sup> 340

Fits: 1987-2014 4 Speed Toyota  
340, 341, 343 & Jeep AW4.

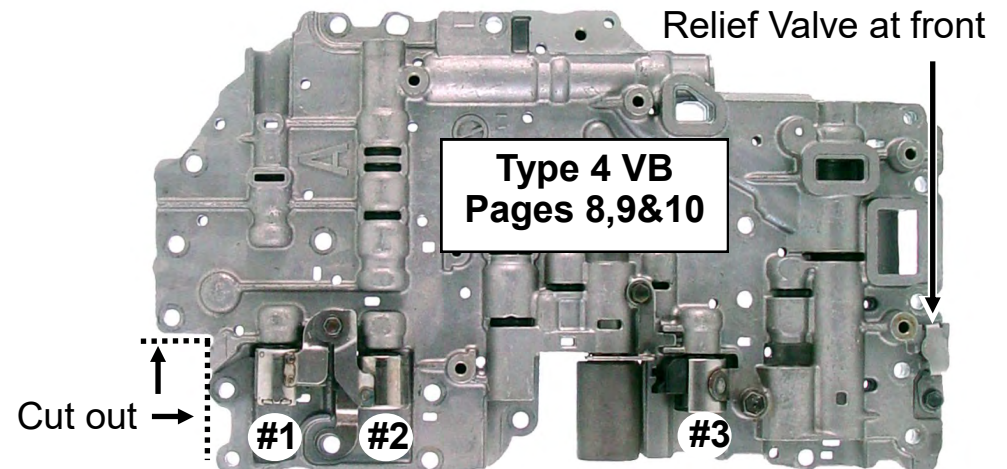
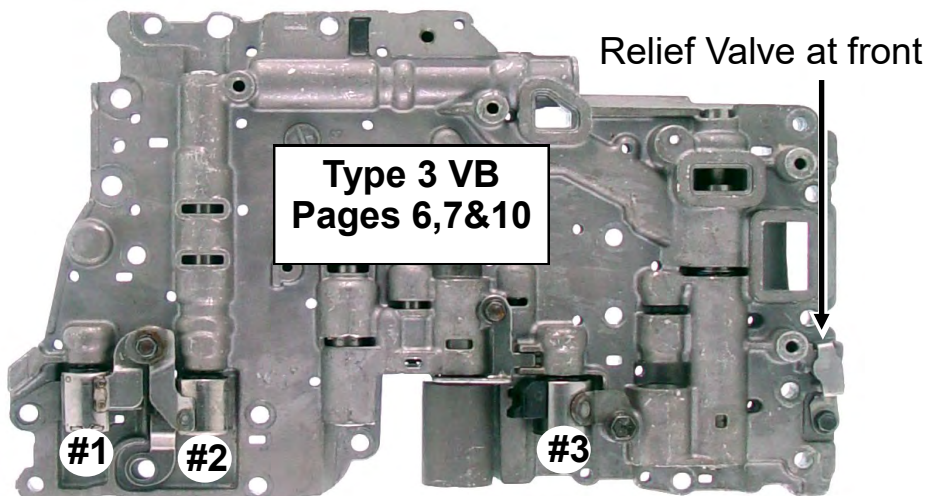
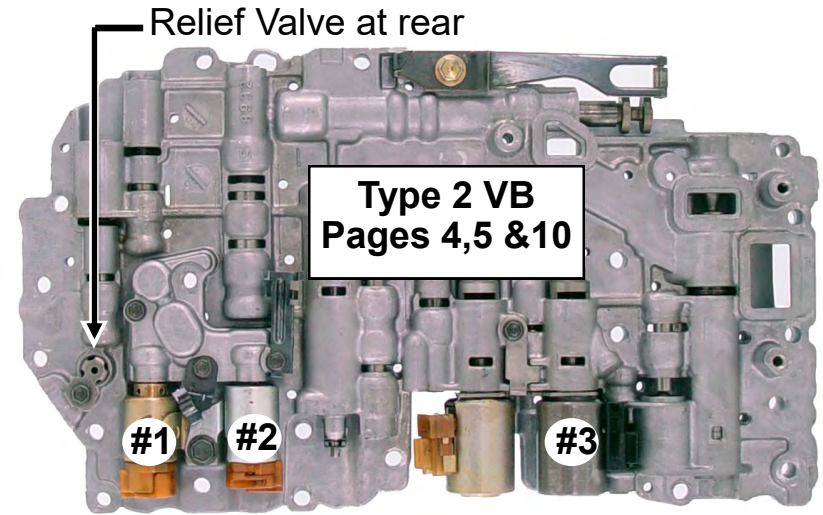
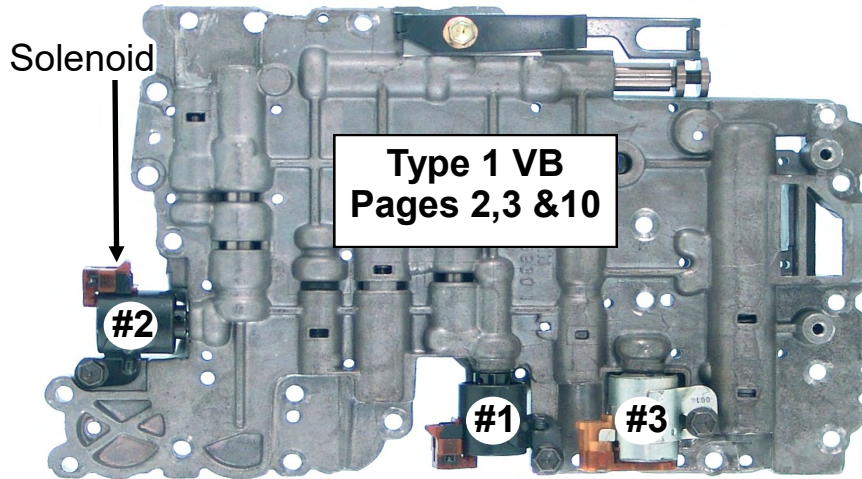


## Corrects/Reduces:

Rough shifts when cold, soft shifts, lazy kick down. Reduces TCC Slip and Overheating.

## Identify Valve Body First!

Follow page numbers for type of valve body you have.



# Type 1 Upper Valve Body

Check Ball diameter  
Ⓒ .218 Ⓓ .279 Ⓔ .250

**Type 1 Lock up Relay Valve Assembly**



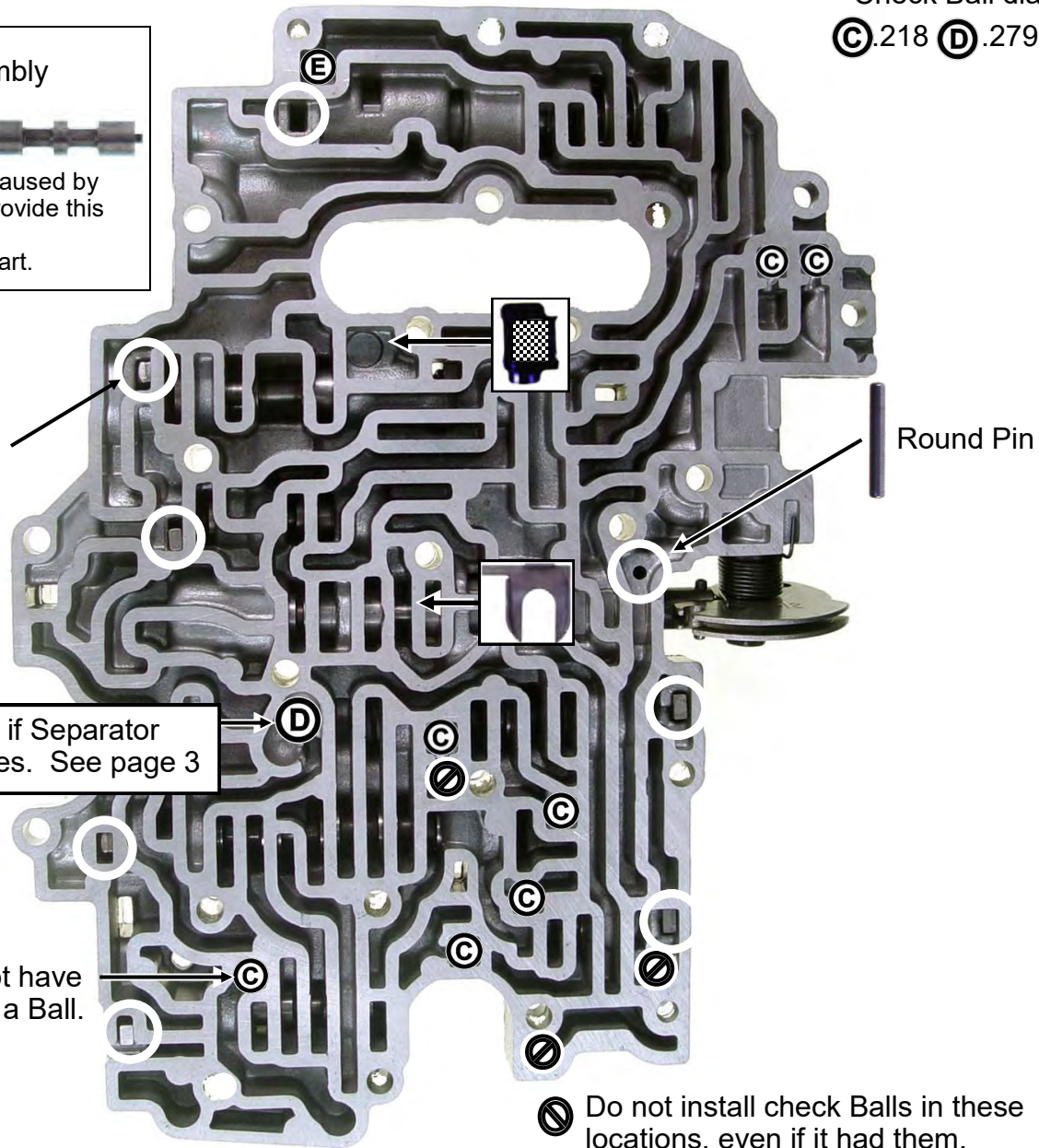
Lock up issues and overheating concerns can be caused by wear in the L/up relay valve bushing. We do not provide this assembly, however, it is available from the dealer. (Toyota p/n 35215-30020) and as an aftermarket part.

**Attention:**  
Retainer locations vary.

Install .279 Ball if Separator Plate has 2 holes. See page 3

Some VB's do not have a pocket here for a Ball.

Ⓝ Do not install check Balls in these locations, even if it had them.





# Type 1 Lower Body & Plate

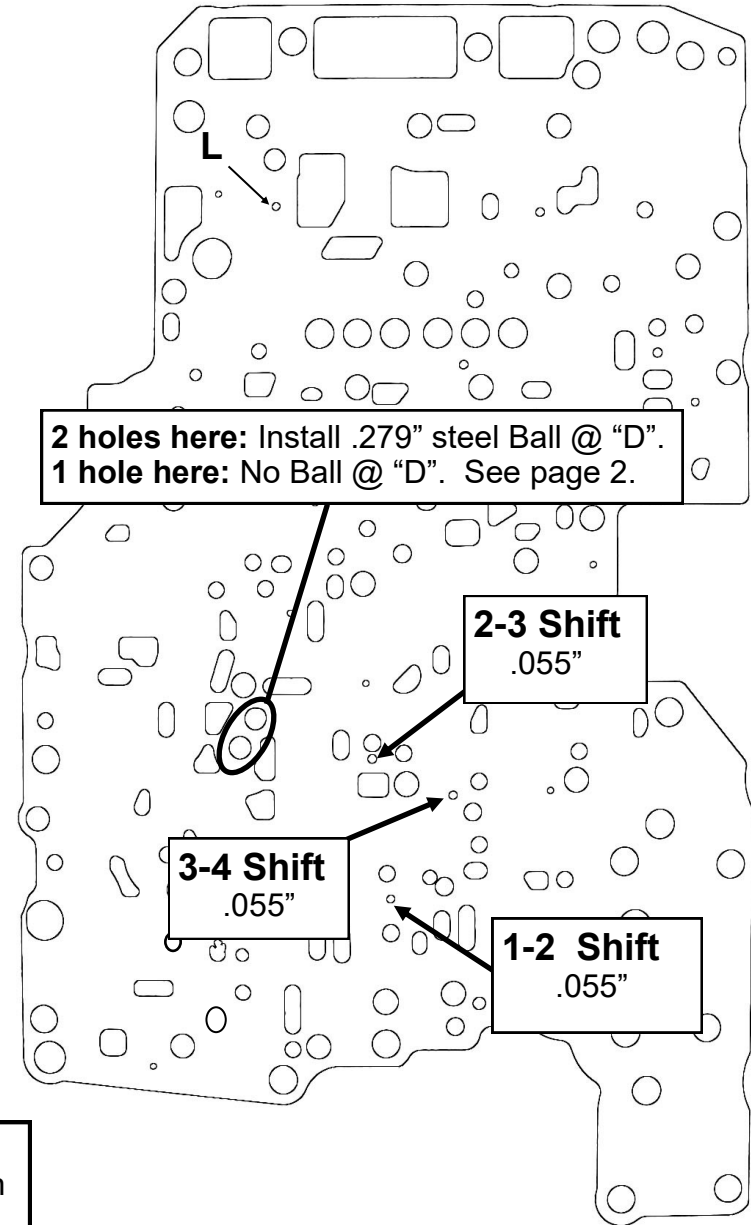
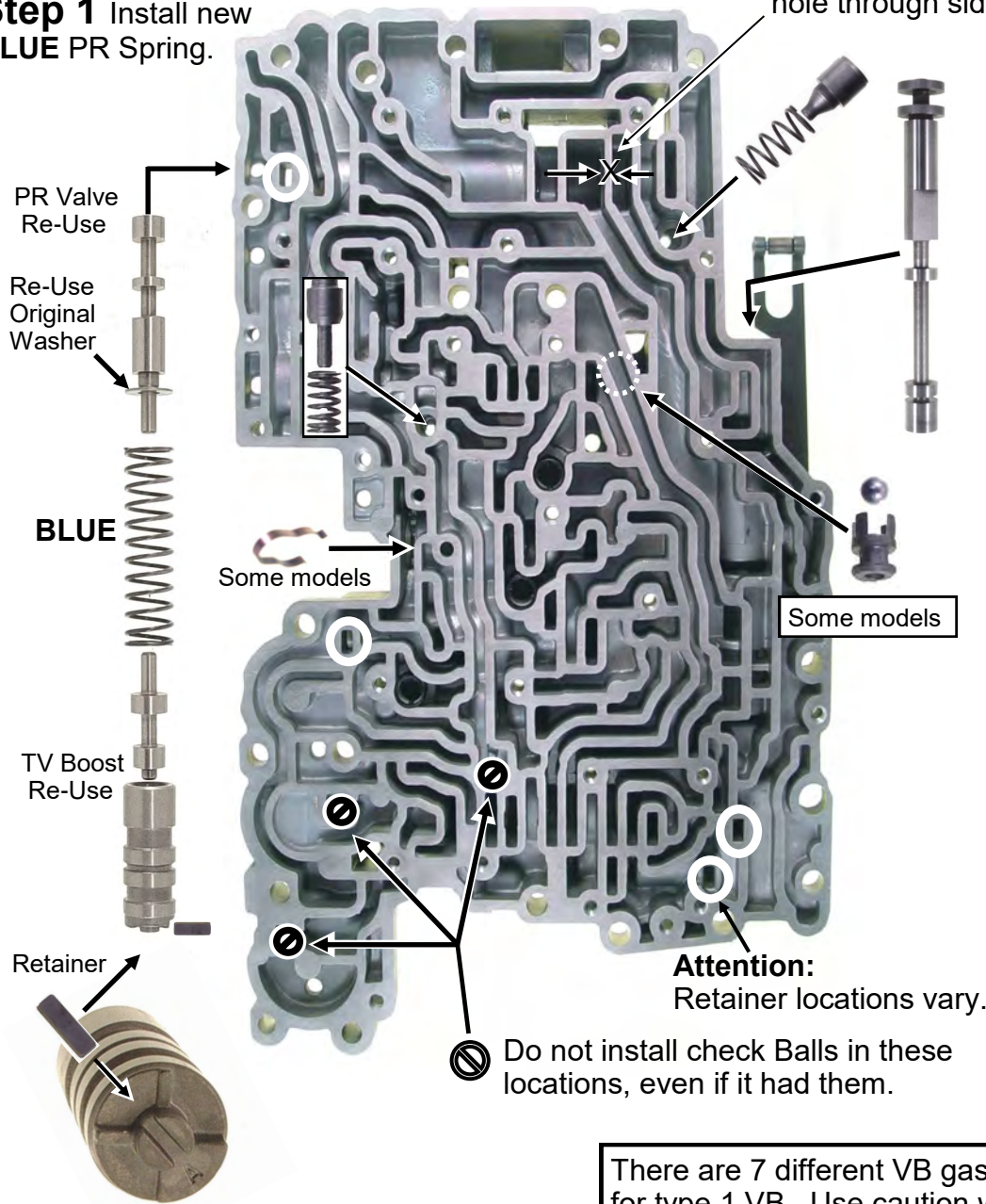
**Step 1** Install new **BLUE PR Spring**.

## Step 2

If hole "L" does **not** exist in your plate, drill a .055" hole through side of VB partition under "X".

## Step 3

Drill shift feed holes in plate .055".



# Type 2 Upper Valve Body

**Step 1**  
Install new Lock up Bushing,  
Valve & Retainer.

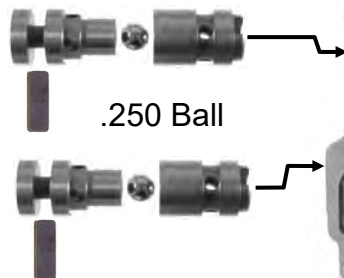


**Attention:**  
Retainer locations vary.

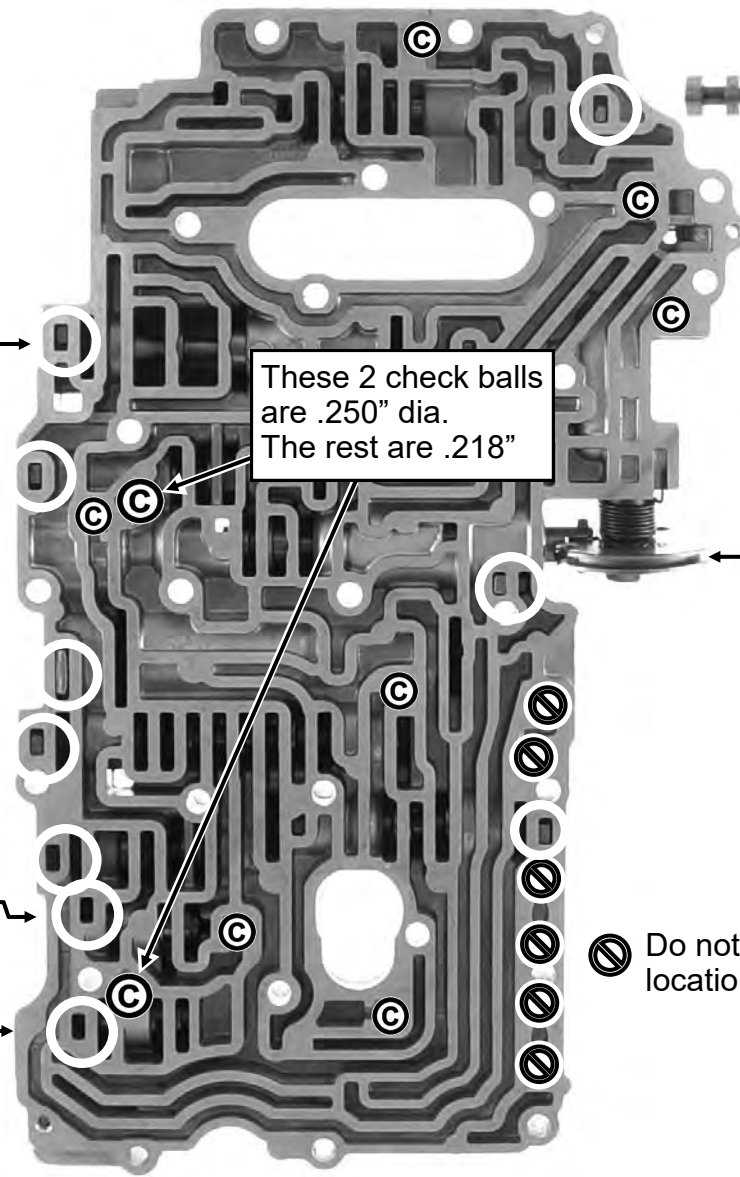
These 2 check balls  
are .250" dia.  
The rest are .218"

Valve Body may have EPC  
Solenoid or a Cam for TV cable.  
Kit works with both.

**Watch it!**  
These check Valves like to fall out.



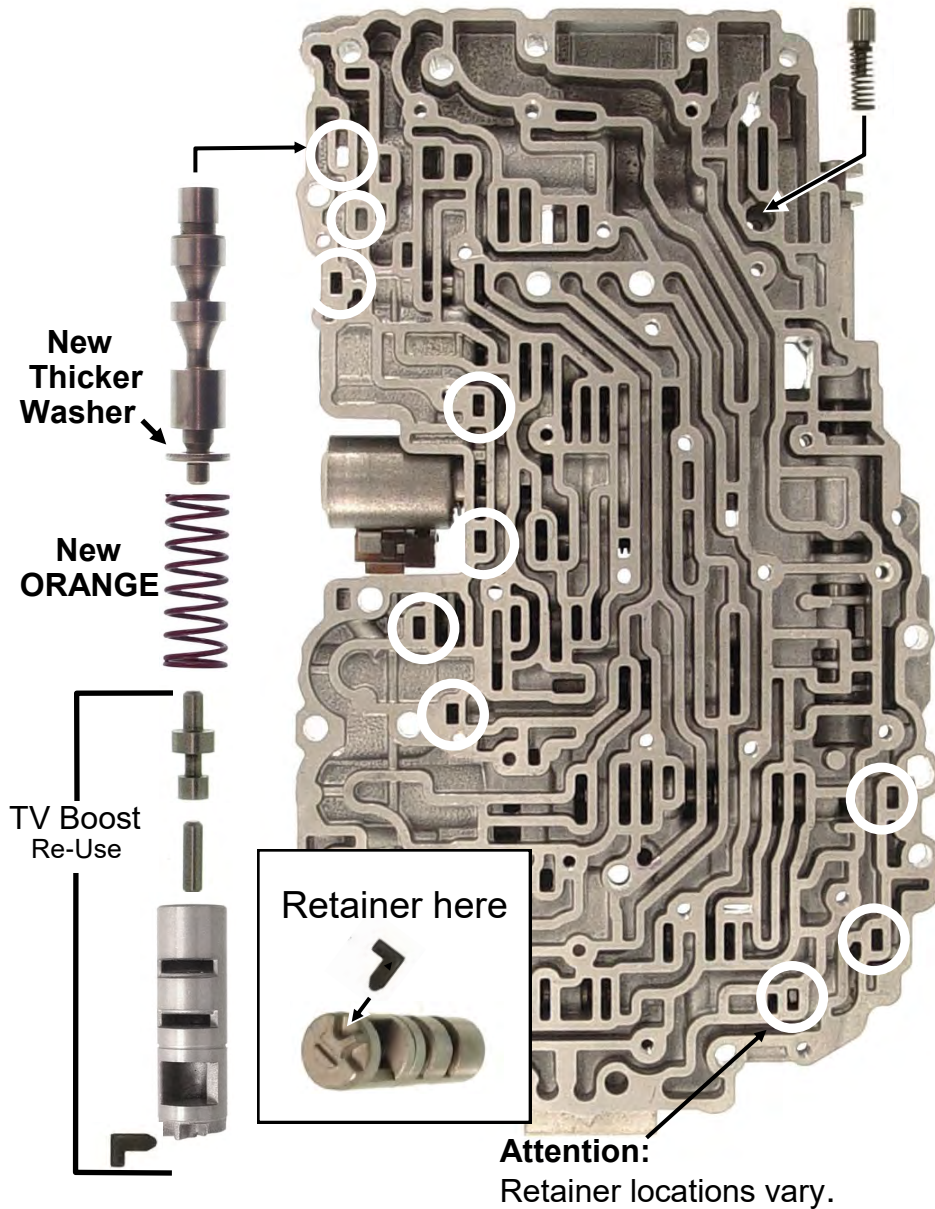
Do not install check Balls in these  
locations, even if it had them.



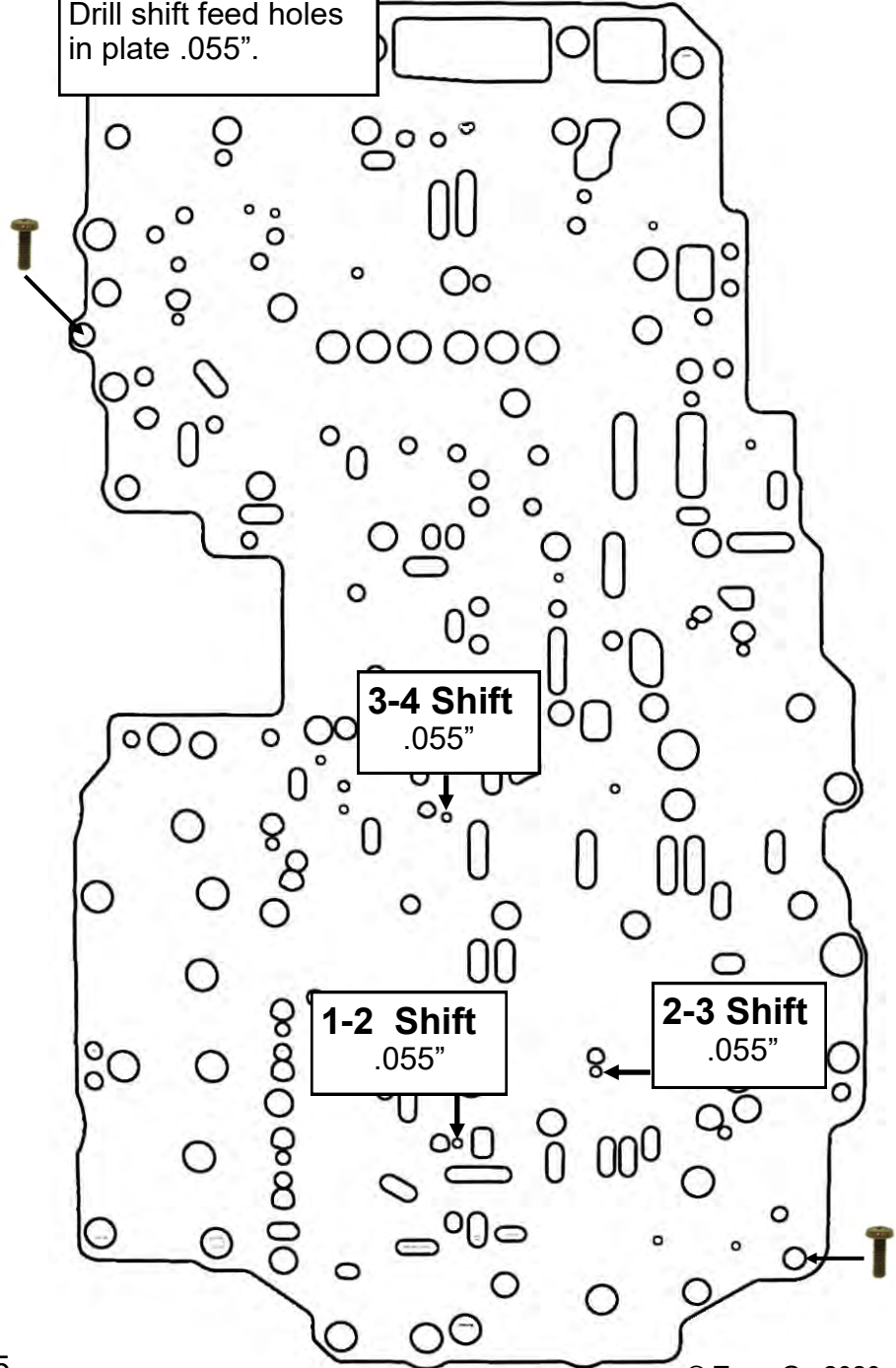


# Type 2 Lower Body & Plate

**Step 1** Discard original PR Spring and original thin washer. Install new **THICK** Washer and new **ORANGE** PR Spring.



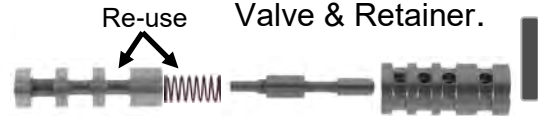
**Step 2**  
Drill shift feed holes  
in plate .055".



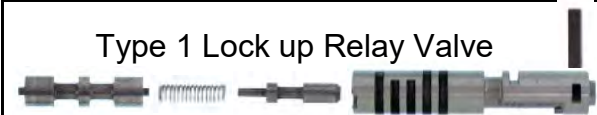
# Type 3 Upper Valve Body

## Step 1

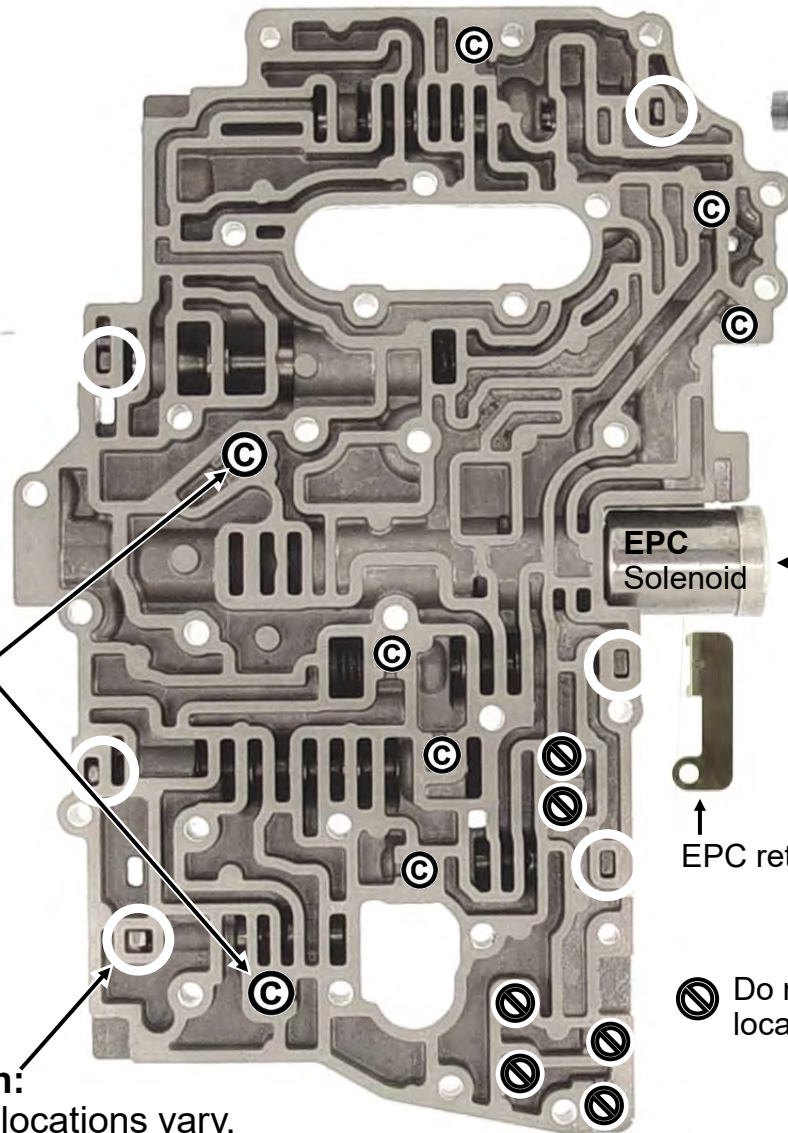
Install new Lock up Bushing, Valve & Retainer.



### Type 1 Lock up Relay Valve



Type 1 TCC valve can be found in a type 3 or type 4 valve body in Lexus models. This valve is not furnished. (Order Toyota p/n 35215-30020 if needed) Worn Bushing can cause overheating & lock up Issues.



These 2 check balls are .250" dia. The rest are .218"

**Attention:** Retainer locations vary.

EPC Solenoid

Valve Body may have EPC Solenoid or a Cam for TV cable. Kit works with both.

**Attention:**

Shifts soft or hard: *Line pressure does not respond with throttle*, more noticeable hot. EPC Solenoid is internally stuck.

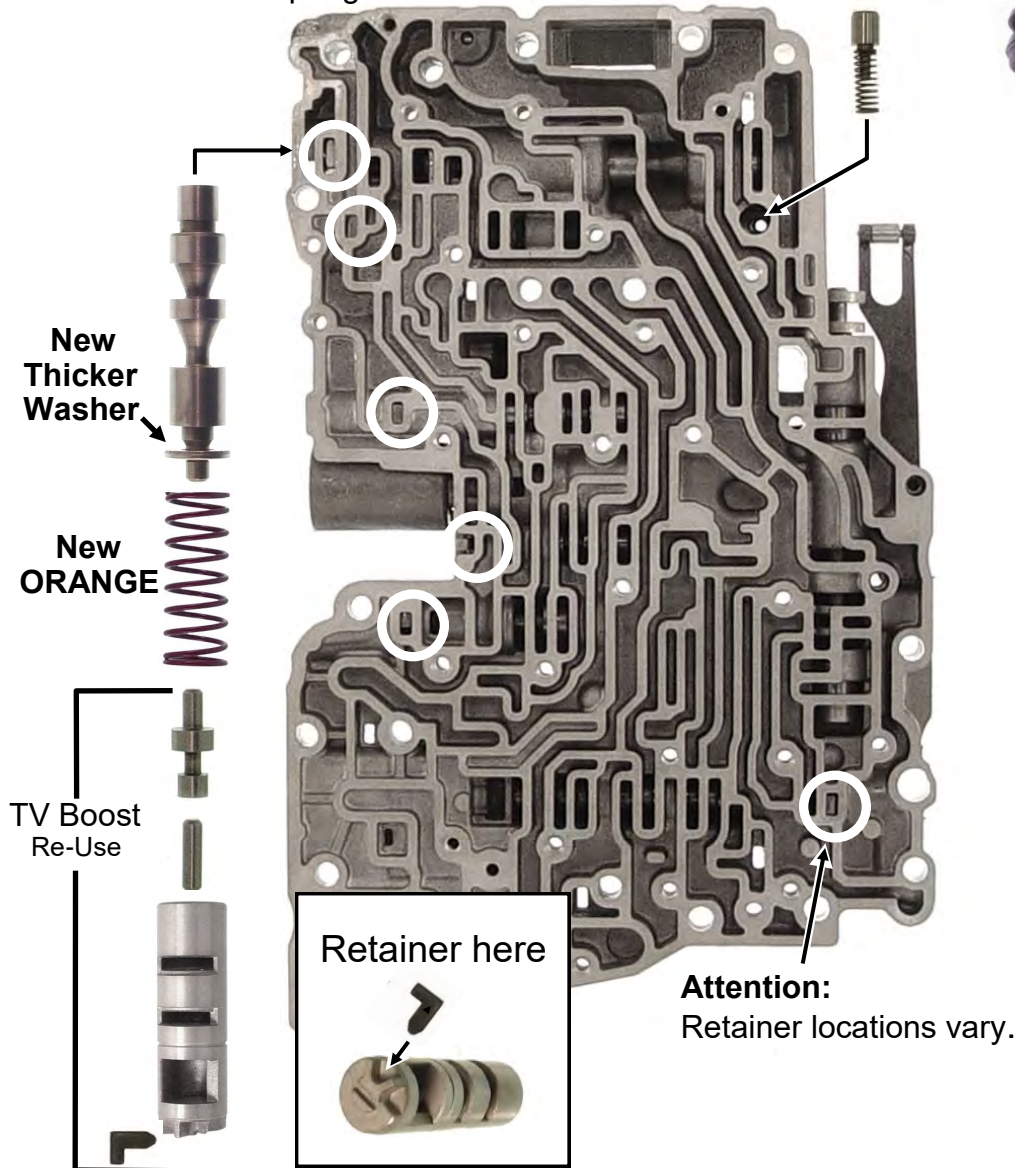
EPC retainer

Do not install check Balls in these locations, even if it had them.

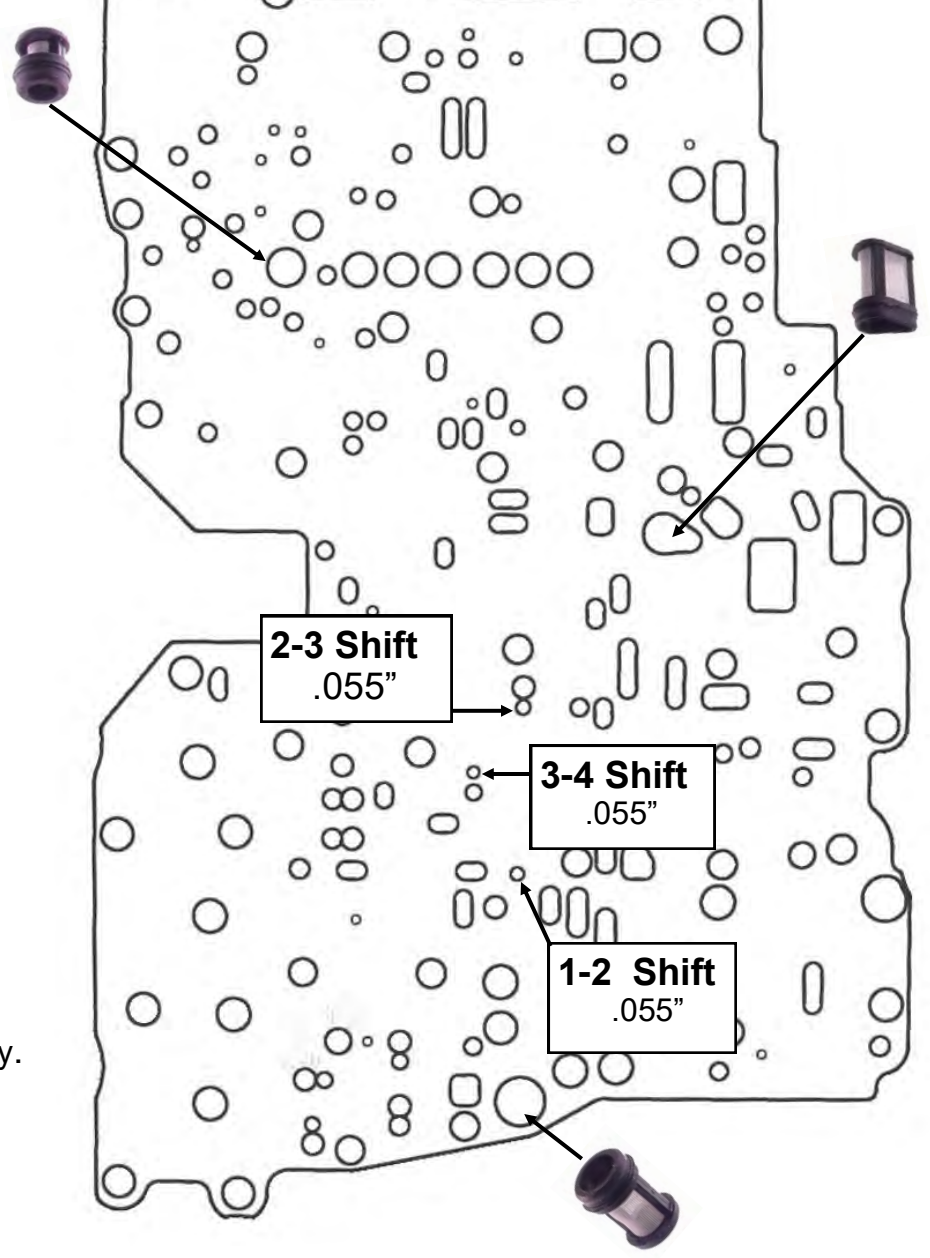


# Type 3 Lower Body & Plate

**Step 1** Discard original PR Spring and original thin washer. Install new **THICK** Washer and new **ORANGE** PR Spring.



**Step 2**  
Drill shift feed holes in plate .055".



# Type 4 Upper Valve Body

**Step 1**  
Install new Lock up Bushing,  
Valve & Retainer.

Re-use

Type 1 Lock up Relay Valve

Type 1 TCC valve can be found in a type 3 or type 4 valve body in Lexus models. This valve is not furnished. (Order Toyota p/n 35215-30020 if needed) Worn Bushing can cause overheating & lock up Issues.

Valve Body may have EPC Solenoid or a Cam for TV cable. Kit works with both.

**Attention:**  
Retainer locations Vary.

These 2 check balls are .250" dia. The rest are .218"

**Watch it!**  
These check Valves like to fall out.

.250 Ball

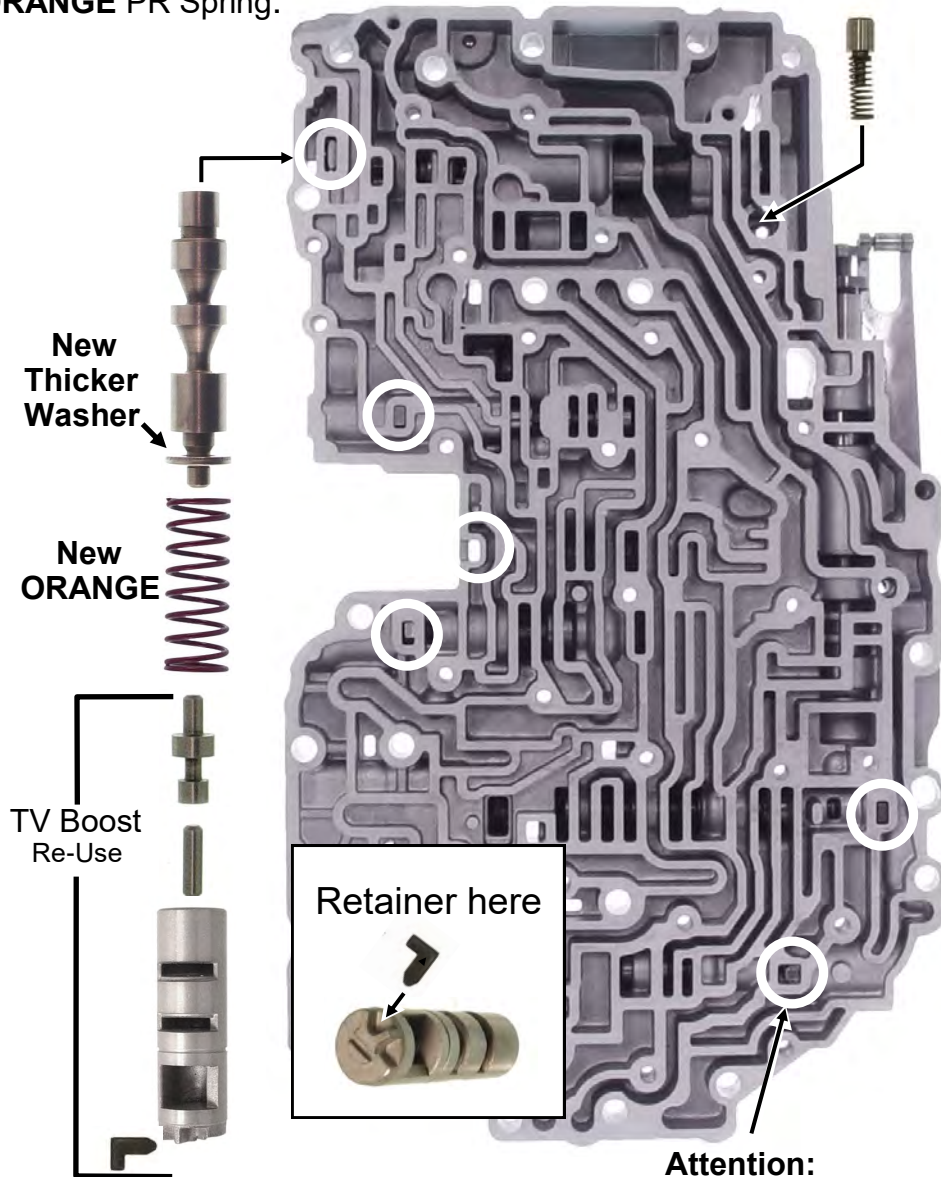
Do not install check Balls in these locations, even if it had them.

The diagram shows a detailed view of a Type 4 Upper Valve Body. It features a complex internal passage system. Several locations are marked with white circles: some contain a 'C' in a circle, indicating check ball locations, while others are empty. A callout box points to two specific check ball locations, stating they are .250" diameter, while the others are .218". To the right, a 'Type 1 Lock up Relay Valve' is shown, with a note that it can be found in Lexus models and is not furnished. A note also mentions that worn bushings can cause overheating and lock-up issues. At the bottom left, two check valves are shown with a note that they tend to fall out. At the bottom right, a note indicates that check balls should not be installed in certain locations, even if they were present. The top right shows the assembly of a lock-up bushing, valve, and retainer, with a note to re-use the bushing. A note at the bottom right states that the valve body may have an EPC solenoid or a cam for TV cable, and that the kit works with both.

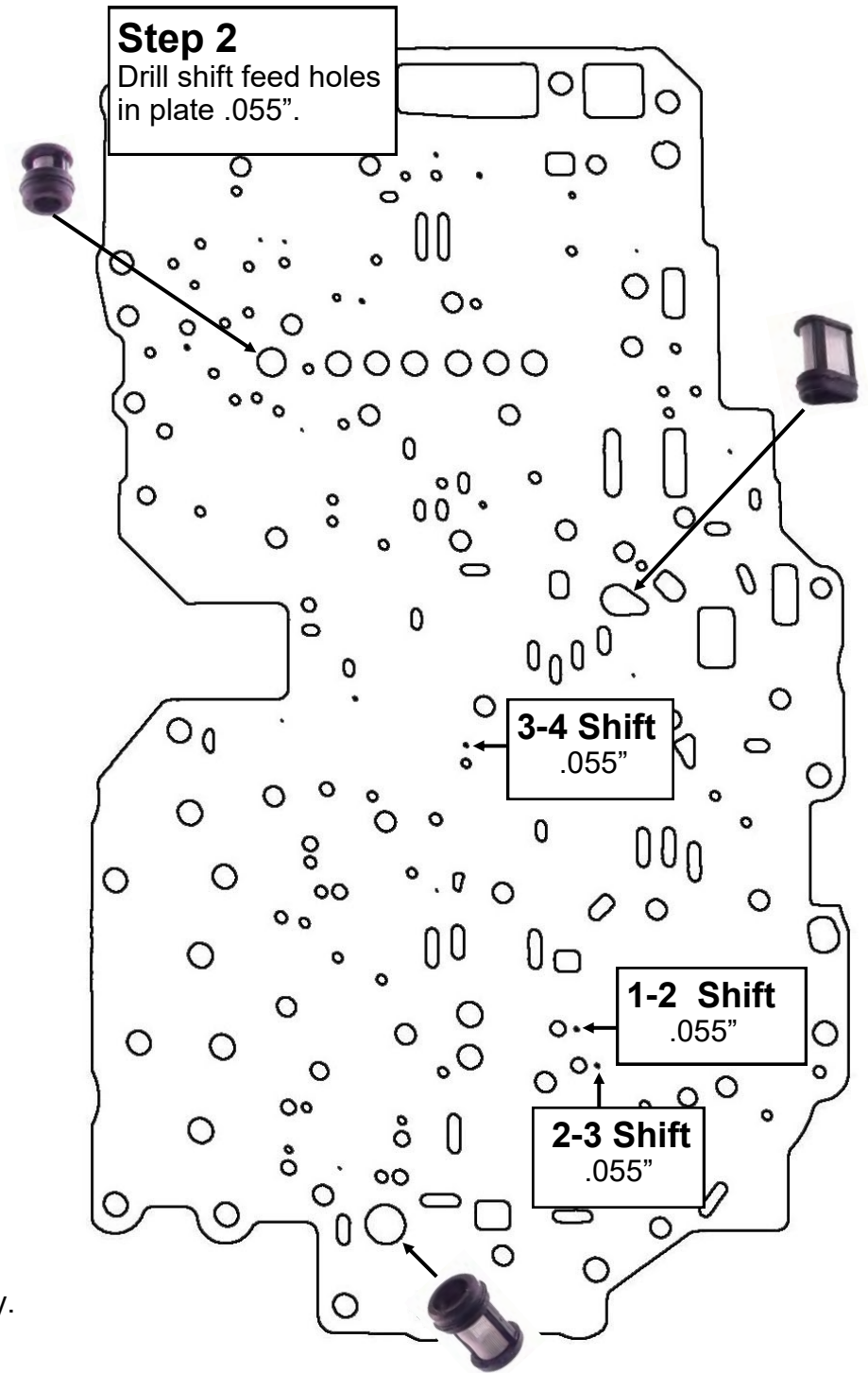


# Type 4 Lower Body & Plate

**Step 1** Discard original PR Spring and original thin washer. Install New **THICK** Washer and new **ORANGE** PR Spring.



**Step 2**  
Drill shift feed holes  
in plate .055".



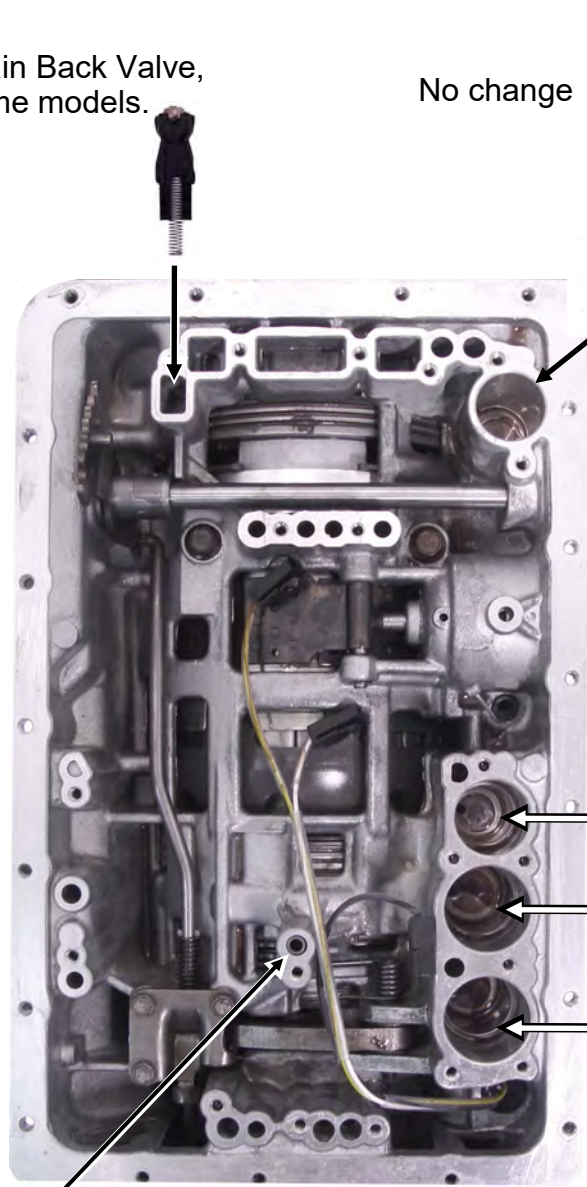
# Accumulators, All Types

Drain Back Valve, some models.

No change

C0-Coast (OD Direct)

Discard



B0 brake, 4th

C2 clutch, 3rd

B2 brake, 2nd

Feed tube installs with rubber end into hole first.

**Type A** Accumulators have either a deep pocket on the big end of the Piston or they are flat. Discard ALL Springs and Spacers on big end of Pistons if equipped. Install new Springs and Spacers on the small end and reuse original 4th Spring.

BLUE Reuse Original



4th

Short Spacer ORANGE



3rd

Medium Spacer WHITE



2nd

**Type B** Accumulators have a short Spring **attached** to the big end of the Piston. With diagonal Cutters remove the short springs on ALL Pistons. Install new Springs & Spacer on small end and reuse original 3rd & 4th Spring.



BLUE Reuse Original



4th

RED Reuse Original



3rd

Long Spacer PLAIN



2nd