

SK® 6R80-G2

Fits: Ford/Lincoln 6R80 Gen 2 Only
(1/2015- 2019) with or without Start Stop*

Kit Includes New
Patent Pending 2-piece PR Valve

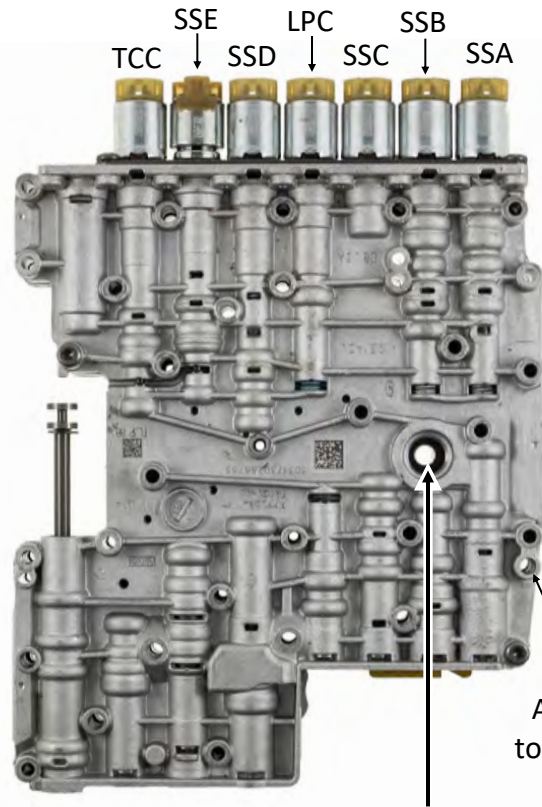


Reduces/Corrects/Prevents

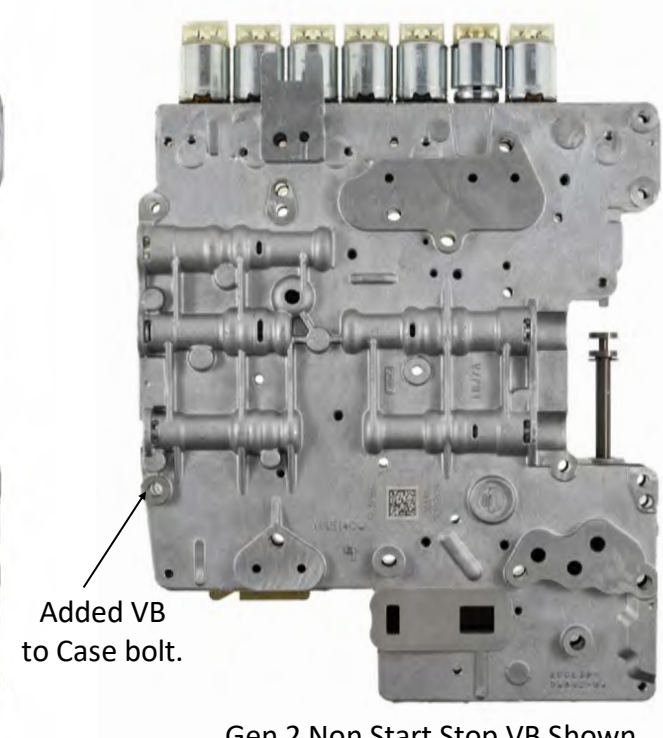
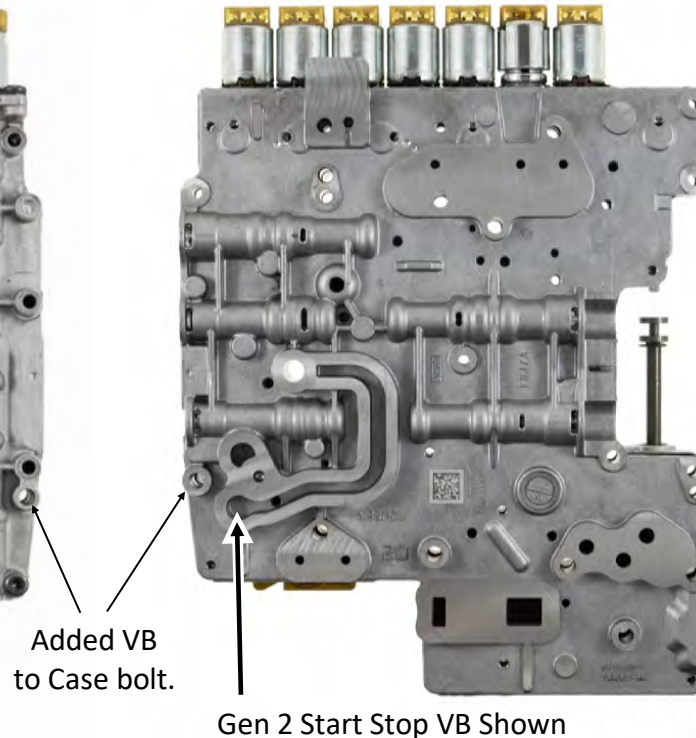
28 to 46 MPH "TCC Quiver"
Erratic Pressure due to PR Bore wear,
Rough or Soft Shifts, TCC slip or Shutter
Coast-down Clunk.

Read This First:

Some 2014 & early 2015 models along with some new replacement Gen 1 VB's may visually resemble Gen 2's with the extra filter hole on the bottom of VB & may or may not have added VB to case bolt hole, *but* still use's the Gen 1 PR Valve. Ford parts book show all vehicles built **after** 12/2014 have a Gen 2 VB, but to confirm a Gen 1 or Gen 2, always measure the PR valve (see page 2) to be sure your installing the correct kit.



Mark each Solenoids location before removing them.
Always return them to the same location.

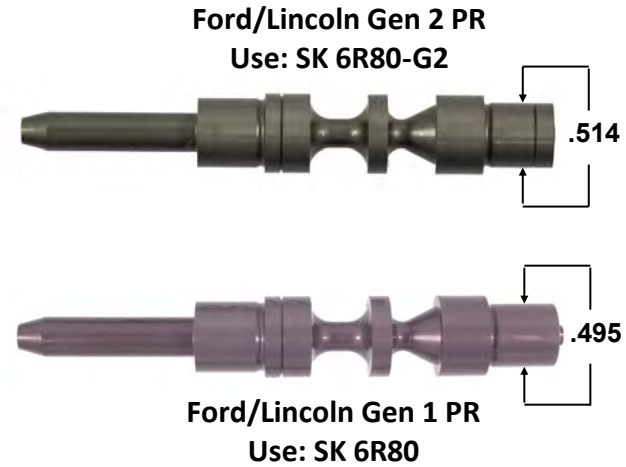


6R80 Gen 2 VB's have this extra filter hole here.
Only models with Start Stop use it, they will have filter grommet located here, use a two neck filter and a small electric auxiliary pump on the passengers side of trans.

*Start Stop is an engine management feature that shuts off the engine during periods where it would otherwise be idling.

Step 1

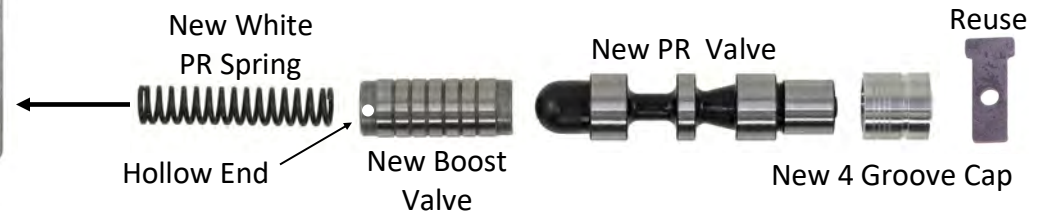
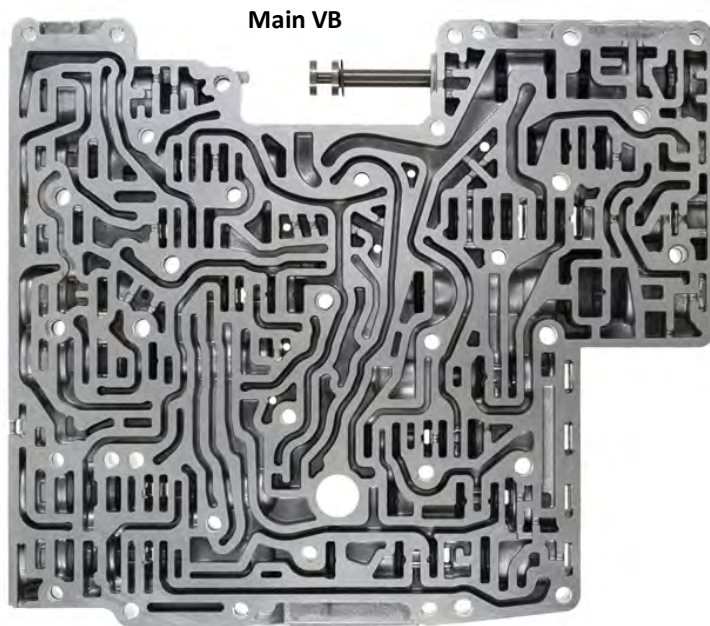
Remove & measure your Original **PR Valve** first to make sure you have the correct Kit. **Note:** This product **only fits:** **Ford/Lincoln Gen 2 Valve Body's** with stock O.E. Bore Sizes!



Measure Original PR Valve.

Step 2

With original PR valve measurement of .514" Install New Large **White** PR Spring, inside hollow end of new boost valve as shown and insert into the VB. Next install new PR valve & new 4 groove cap. Re-use original retainer. Make sure New PR Valve is free in the bore before final assembly.



High Mileage Valve Body?

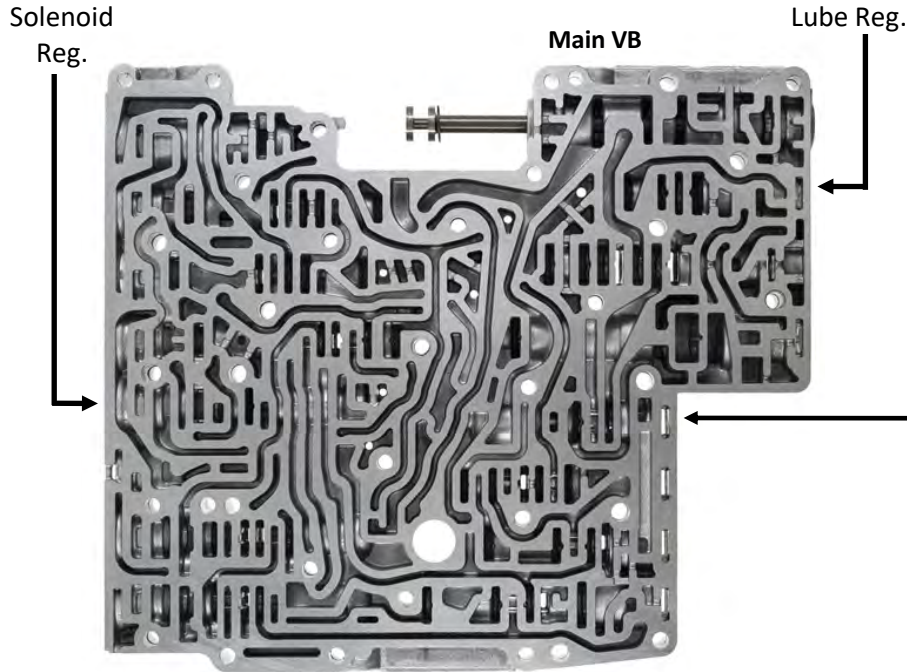
140,000 Mile plus VB's can have excessive wear in the **Lube** Regulator & **Solenoid** Regulator bores. This wear can cause complaints of persistent Coast Down Clunk Hot, Ratio Codes, Long Slip or Sliding Shifts Hot & Premature Gear Train Bushing failure.

Order TransGo P/N **6R80-VBR-WT** and fix both!

High Mileage VB's also need a fresh set of solenoids.

6R80 TCC Information:

Some customers may describe a complaint of a vibration or "Quiver" that feels like a tire problem but it isn't. Here's the skinny... If the customer's been chasing this complaint for more than a month or two, you will need this kit **AND MAYBE** a new converter. *However*, shops installing this product with a fresh refill of Mercon® SP Fluid say it usually fixes the issue even if it's been doing it much longer.



Step 1

Discard original TCC Regulator Valve and Spring. Install **NEW Steel TCC Regulator Valve** and New small **White** spring provided reuse end plug & retainer.



Always check each wire retainer as they break often. For your convenience, extra Retainers are provided.

When replacing any or all of the VFS solenoids look **carefully** between the QR code and the plastic connector for the calibration # 2 thru 5. Always replace with the same number that came off in each location. SSE is a on/off solenoid with no calibration ID. 2011-2019 SSE AL3Z-7G484-B.

- | | |
|------------------------|------------------------|
| Brown # 2 AL3Z-7G383-S | Black # 2 AL3Z-7G383-K |
| Brown # 3 AL3Z-7G383-T | Black # 3 AL3Z-7G383-L |
| Brown # 4 AL3Z-7G383-U | Black # 4 AL3Z-7G383-M |
| Brown # 5 AL3Z-7G383-V | Black # 5 AL3Z-7G383-N |



Additional Information for Non-Start Stop models 2015-2019
(Start Stop Model on next page)

Watch for damaged/crushed solenoid dampeners.
 Replacement inserts are included! Gen 2's use Six.

Re-install ALL small parts to their original locations!

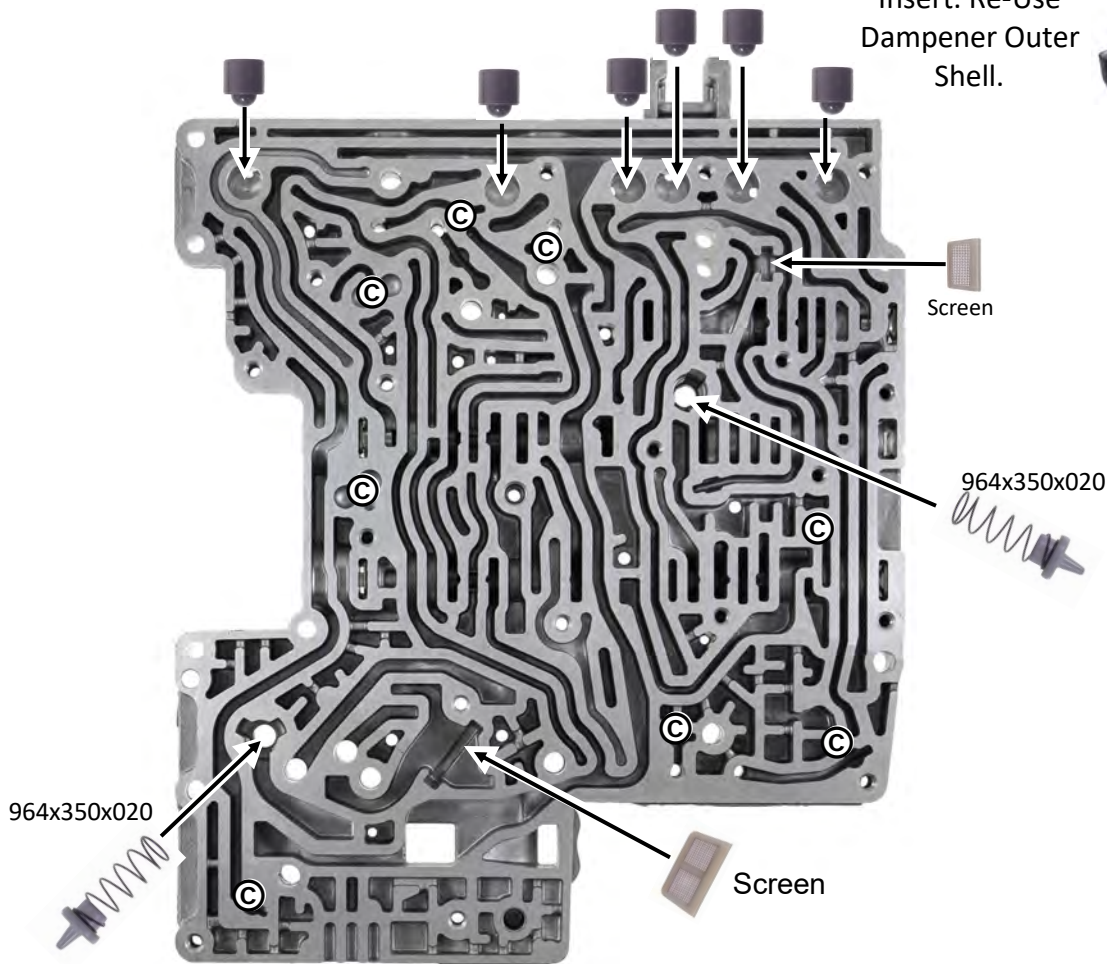
New Replacement
 Insert. Re-Use
 Dampener Outer
 Shell.



This Model Uses:

- ⊙ = (8) 6 MM Plastic Balls
- ⬛ = (6) Dampeners

Gen 2 Plates use bonded gaskets
 Latest Plate P/N: FL3Z-7Z490-D
 Same plate with or without start stop.

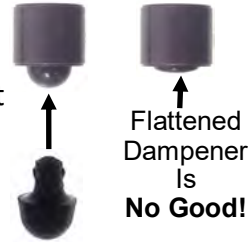


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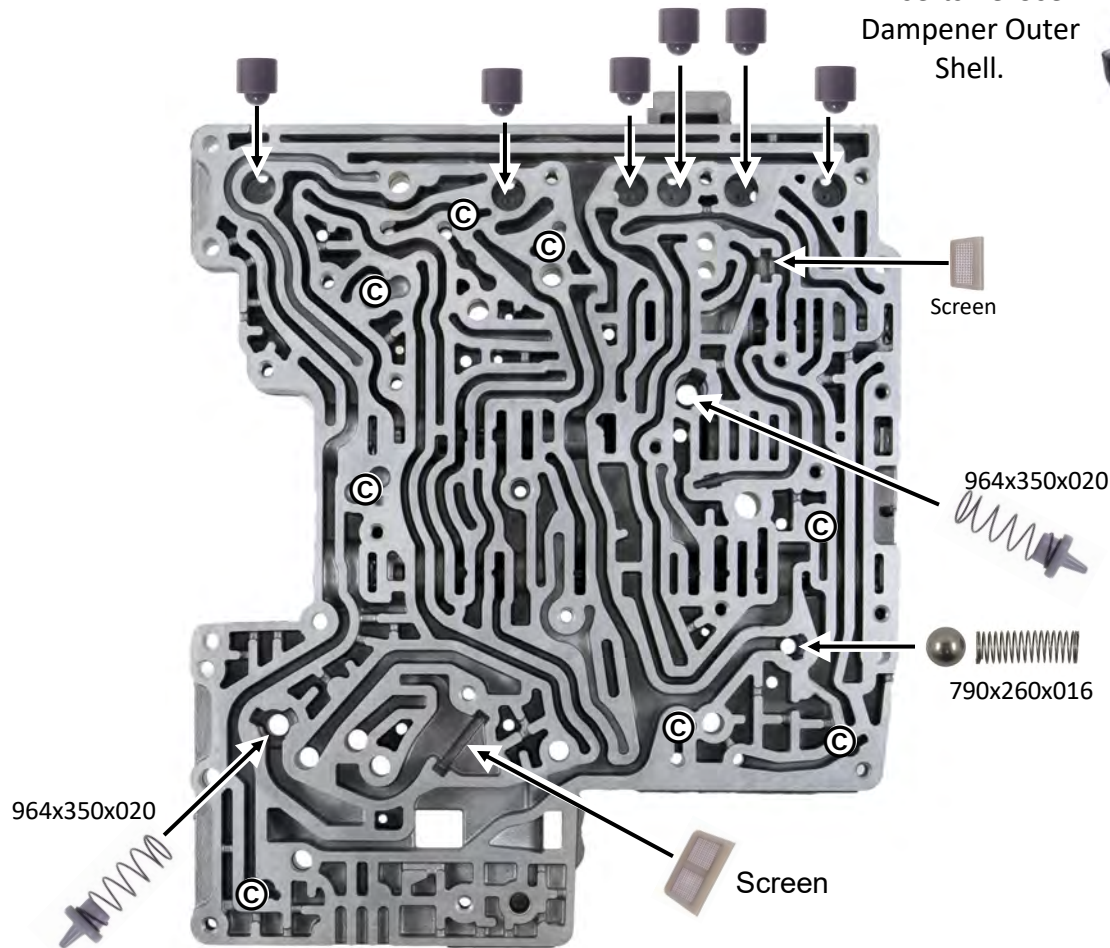
This Model Uses

Ⓢ = (1) 8 MM Steel Ball & Spring

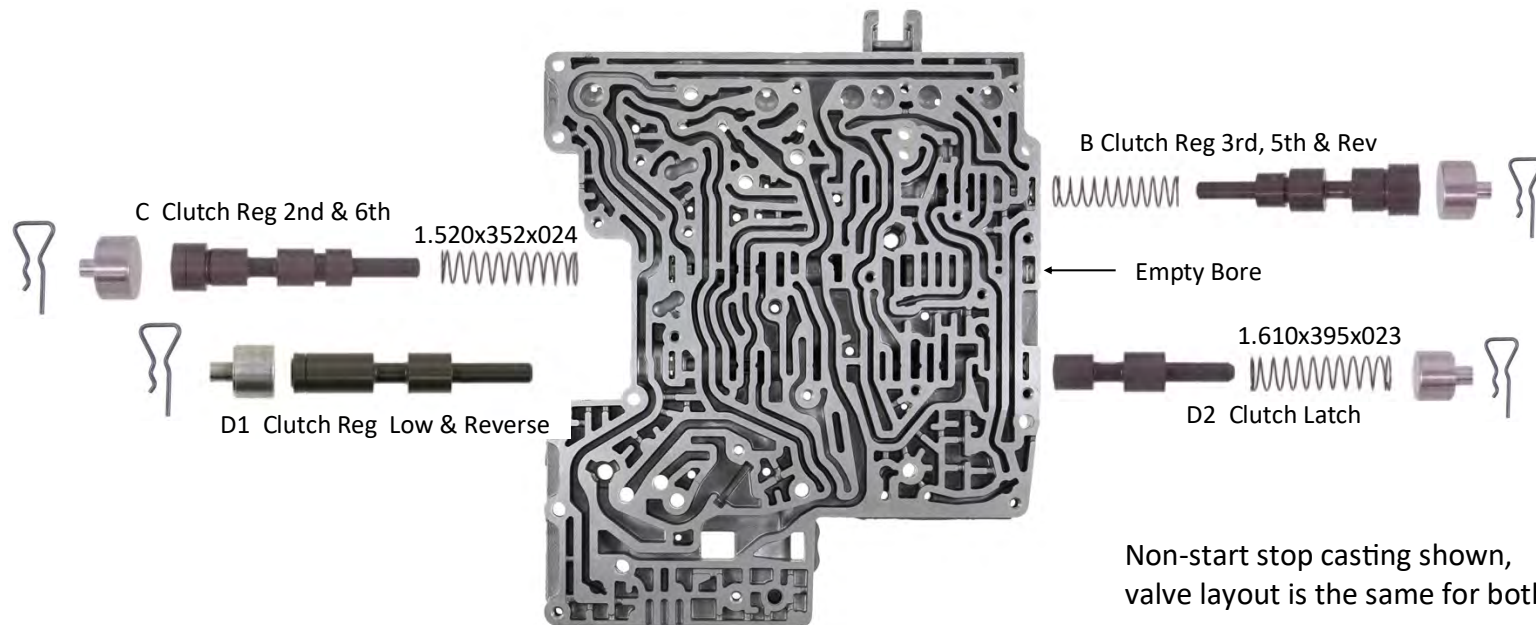
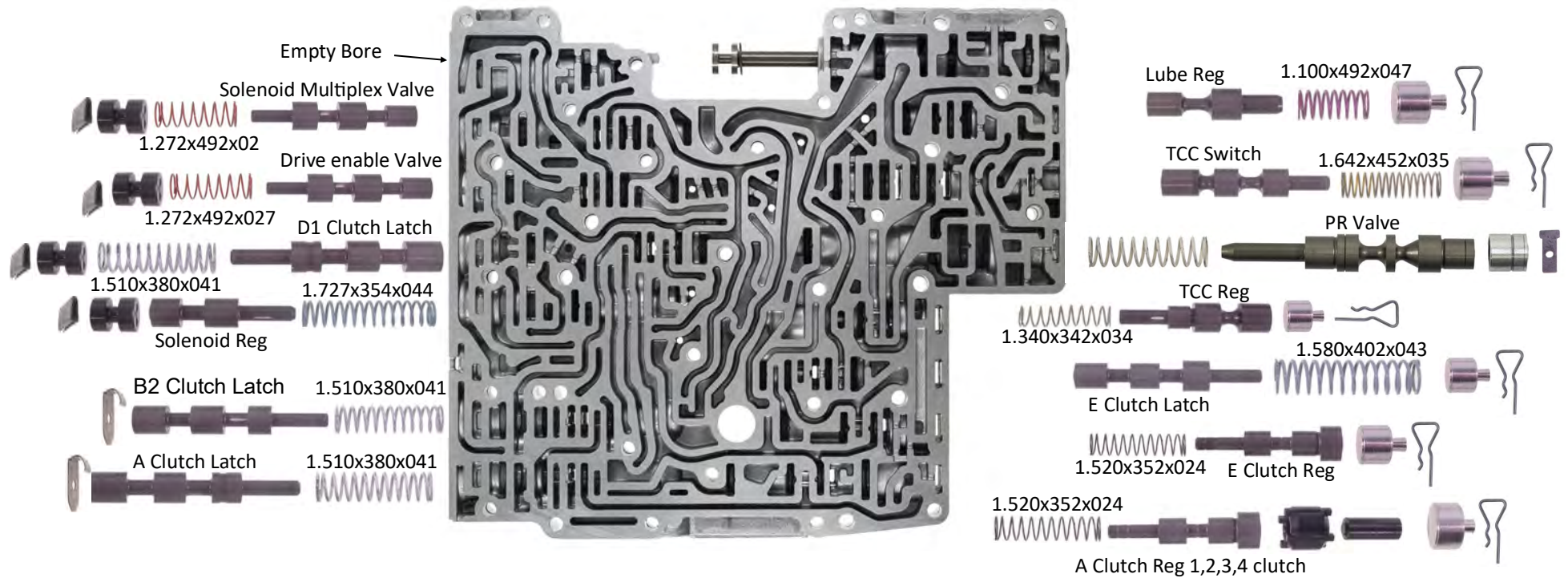
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Additional Information- Typical Gen 2 Valve Layout.



Non-start stop casting shown,
valve layout is the same for both.