

SK® 09G

(Also Fits TF60SN)

Reduces/Corrects/Prevents

Harsh Shifts, Cut-Loose, Rough Coasting
Downshifts, Slow Pressure Rise, TCC slip.

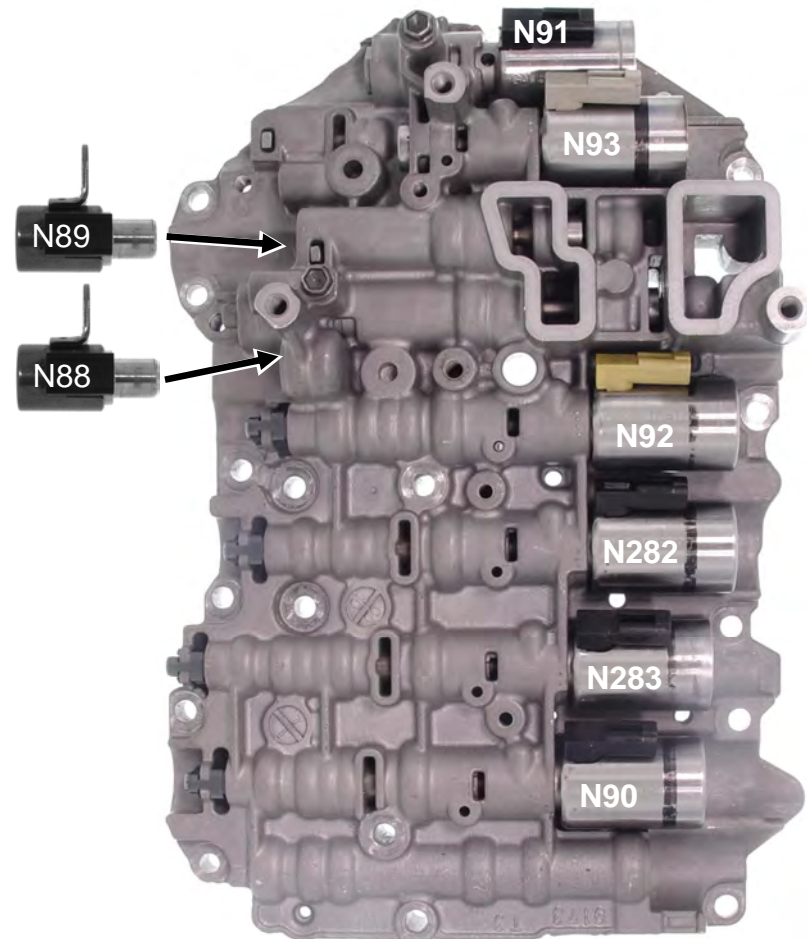
Good news! No need to buy a \$1200
Valve Body to FIX these complaints.

Fits: Audi A2, A4 06 2.0L, Audi TT 03-04 1.8L
BMW Mini Clubman 08 1.6L
BMW Mini Cooper 02 1.6L
VW Beetle 05 1.8-2.5L, Jetta 05 1.9-2.5L
Passat 06 2.0L & 3.6L, Touran 03 1.6-2.0L

N88-89 are 11-13 ohms On-off type solenoids.
Remove, clean and test them. If ok, set them
aside. No repair work is needed on them.

All other solenoids are PWM type and are 5-7
Ohms. 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!

Mr. Shift®
Have a nice Day!



Solenoid Disassembly and Correction:

Hold it! If your VB is equipped with small body solenoids, **skip** pages 2 & 3.
Replacement end caps provided only fit large body Solenoids. (Approx. 1.110 Dia.)

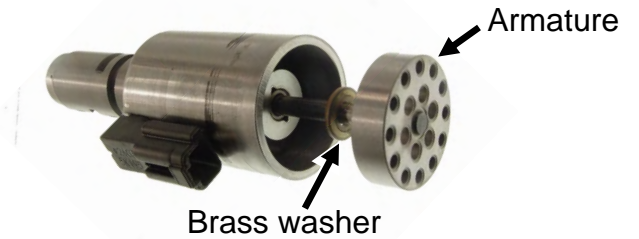
Step 1

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.



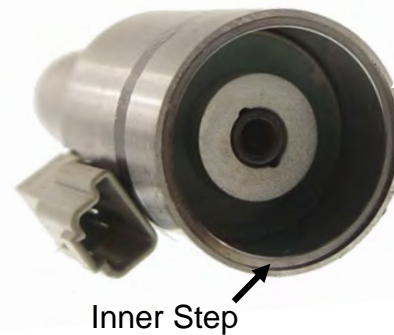
Step 2

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.



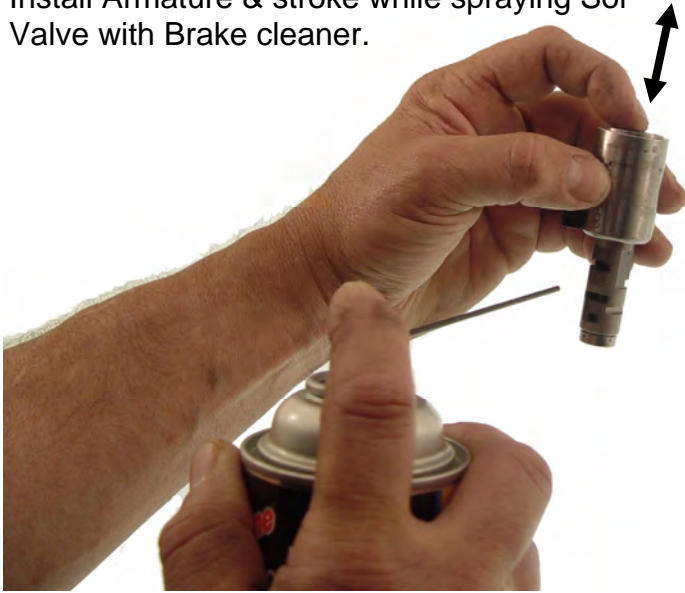
Step 5

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.

Socket needs to rest on Solenoid Body



Fixed Solenoid

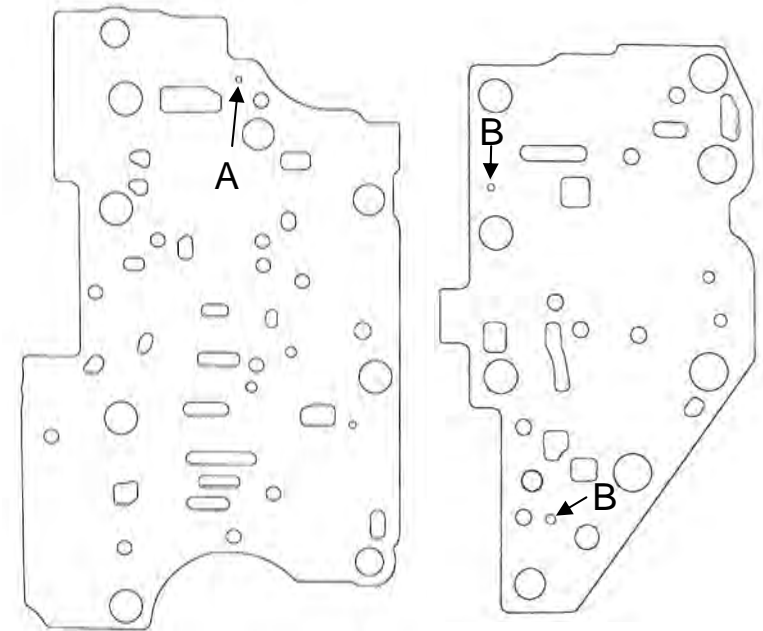
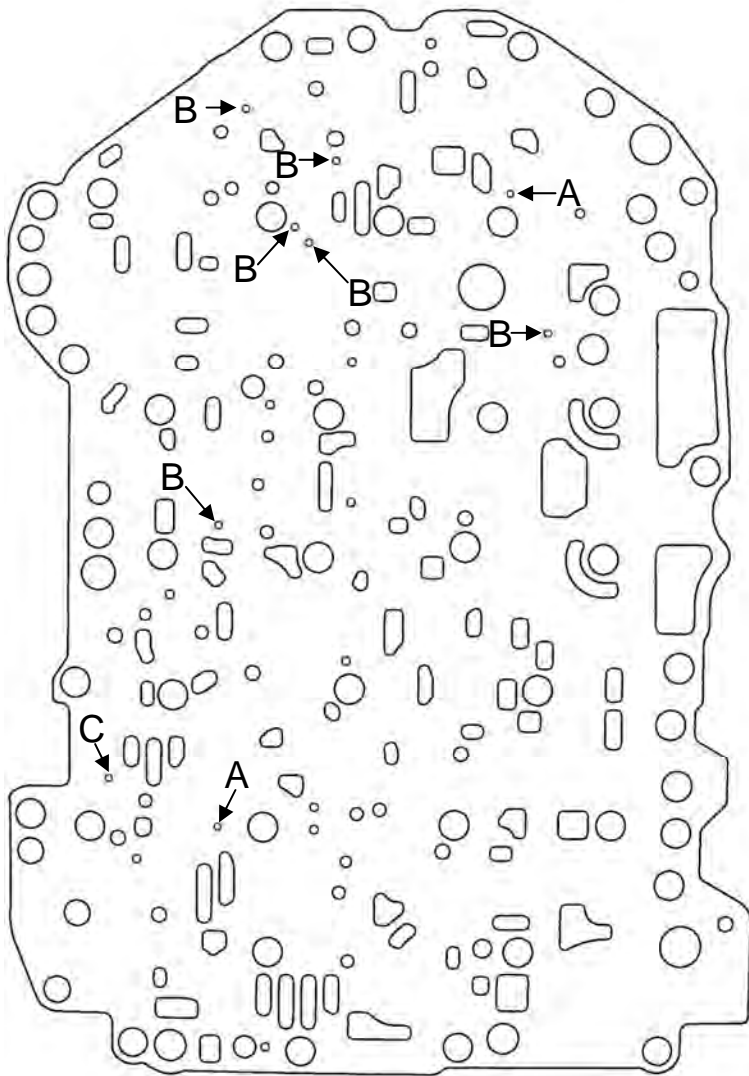


Step 10 Separator Plates

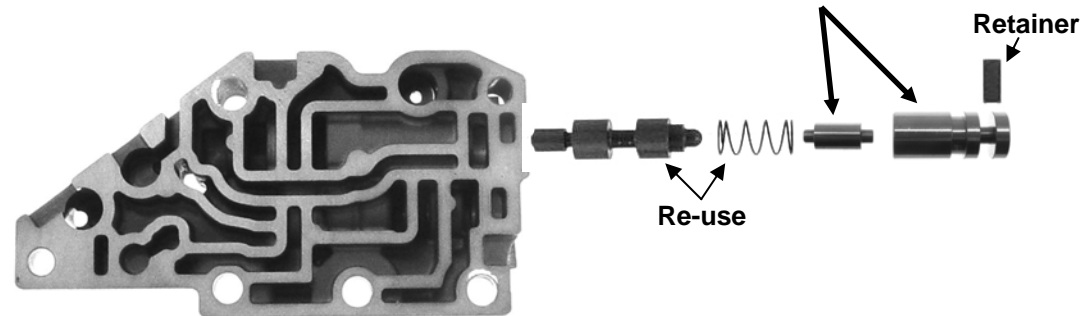
Enlarge 3 holes A- .041
Enlarge 8 holes B- .046
Enlarge 1 hole C- .076

After drilling recheck by
counting the holes drilled.

Use care when drilling!
Look twice drill once!



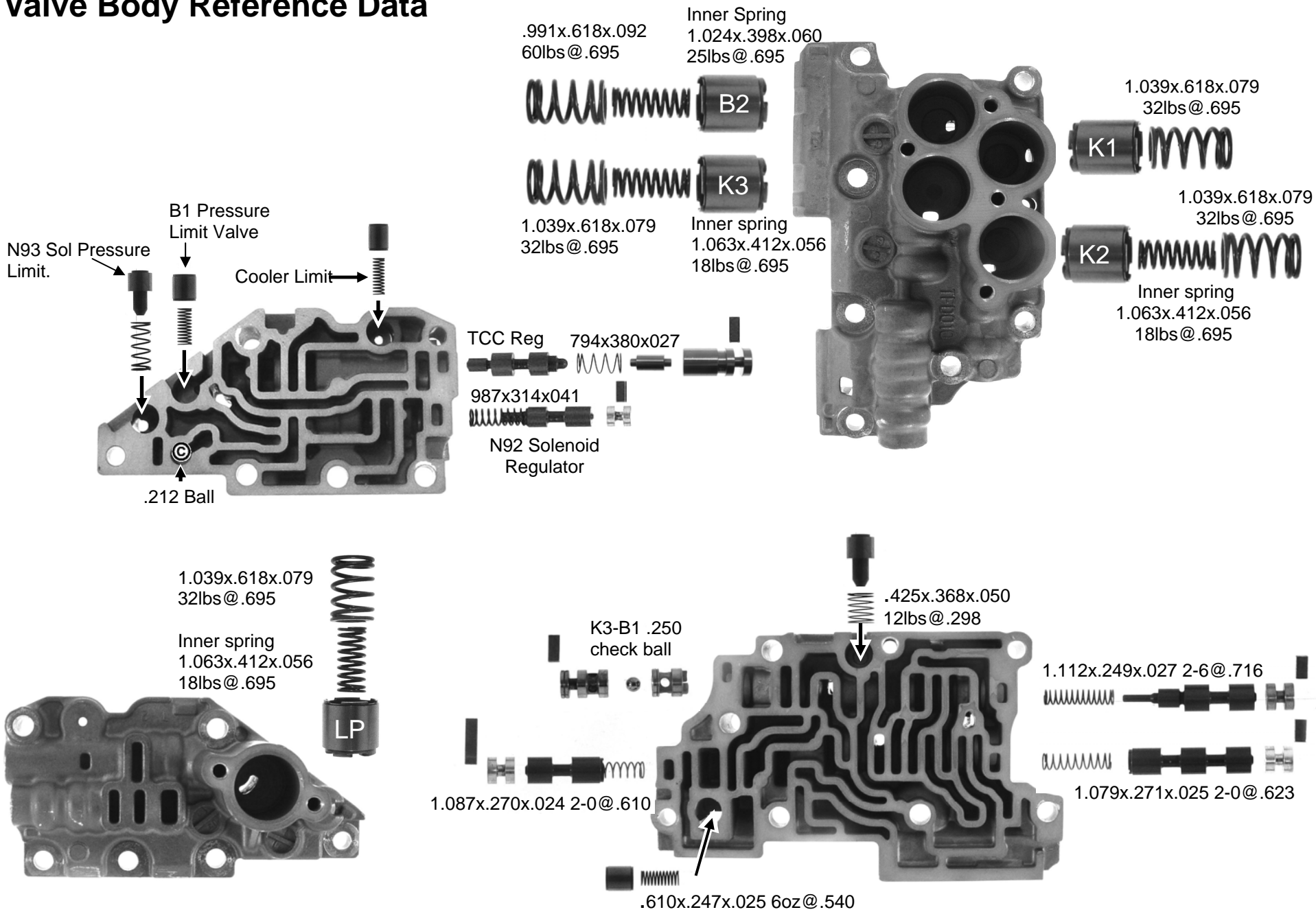
Step 11 Install New Bushing & Valve Assembly



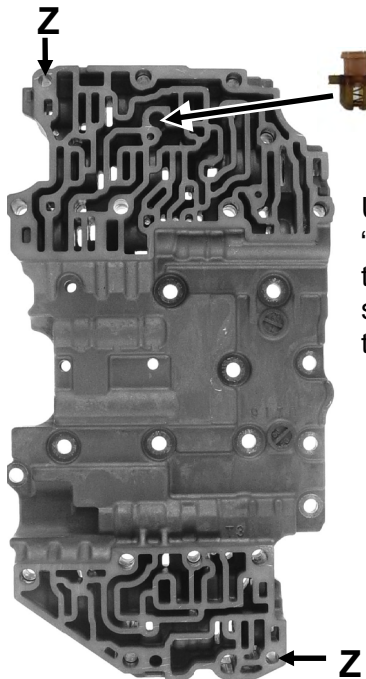
Note: Enlarging these holes allows for the normal wear in solenoid to valve control circuits and creates a more positive signal between solenoids and valves. These are **NOT** clutch circuit feed holes to make firmer shifts!

This ends the repair work. The following pages are for reference use. If your VB differs from what is shown, re-install as found and call us with the model information. Thank you. The Tech Team

Valve Body Reference Data



Valve Body Reference Data



Use 2 Long bolts in "Z" locations as guides to align the main VB sections before tightening any bolts!

.610x.247x.025 6oz@.540

B2 control Valve
.377x.162x.018
6oz@.330

K2 clutch acc check valve.

.377x.162x.018 6oz@.330

Pressure regulator
1.432x.518x.045 5-12@.737

Pay attention to Retainer position before removing! Re-install as found.

Secondary PR Valve
1.500x.412x.048 7-5@.932

Sol regulator N88-90/N282-N283 .983x.314x.042 8-6@.616

Cooler bypass
.555x.248x.042 9lb@.453

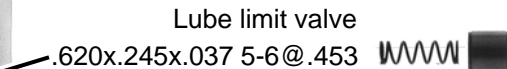
K3 Regulator
.800x.325x.042 4-8@.590

B1 Regulator
.746x.249x.037 4-8@.585

K2 Regulator
.737x.257x.035 3-0@.585

K1 Regulator
.804x.324x.035 4-4@.482

Lube limit valve
.620x.245x.037 5-6@.453



Keep solenoids in OE location.

VB Reference Data

