Technical Bulletin #1820

Transmission: *6F35N*
Subject: *Valve Body Breakdown/Check Ball Location/ Solenoid ID*
Application: *Ford*
Issue Date: *September, 2017*

6F35N
Valve Body Breakdown/Check Ball Location/Solenoid ID

Refer to the illustrations to identify the valve, damper and checkball locations.

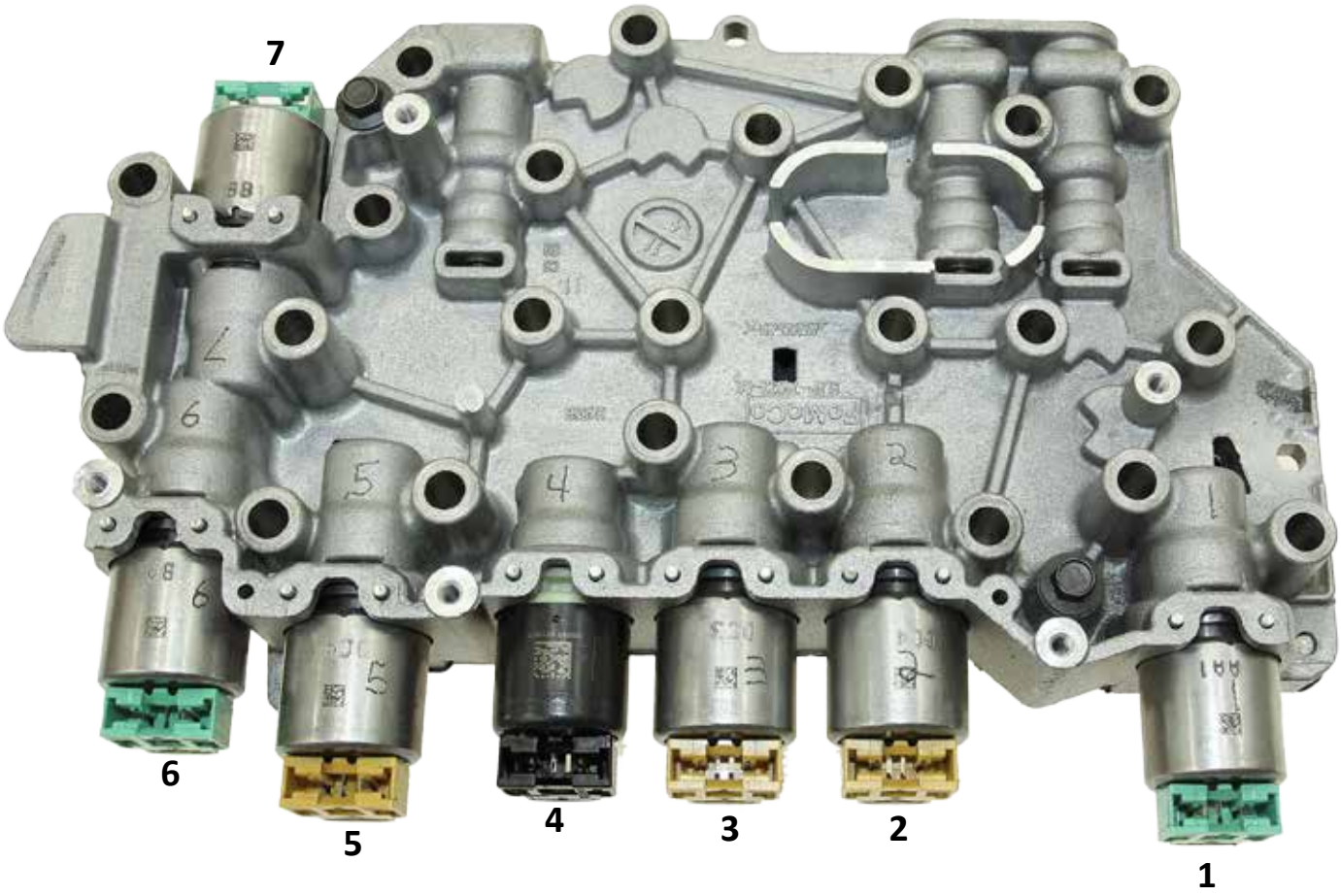
#20 Torx bolts hold the contact plate on.

Mark the solenoids for proper installation.

Caution!
The solenoid retaining pins may fall out when the valve body is turned over.

6F35N
Valve Body Breakdown/Check Ball Location/Solenoid ID

#1820



6F35 Solenoid Identification Chart	
1	Line Pressure Control (LPC)
2	Shift Solenoid C (SSC)
3	Torque Converter Clutch (TCC)
4	On/Off Shift Solenoid E (SSE)
5	Shift Solenoid A (SSA)
6	Shift Solenoid B (SSB)
7	Shift Solenoid D (SSD)

Note: The late model solenoids are all the same color.

6F35N
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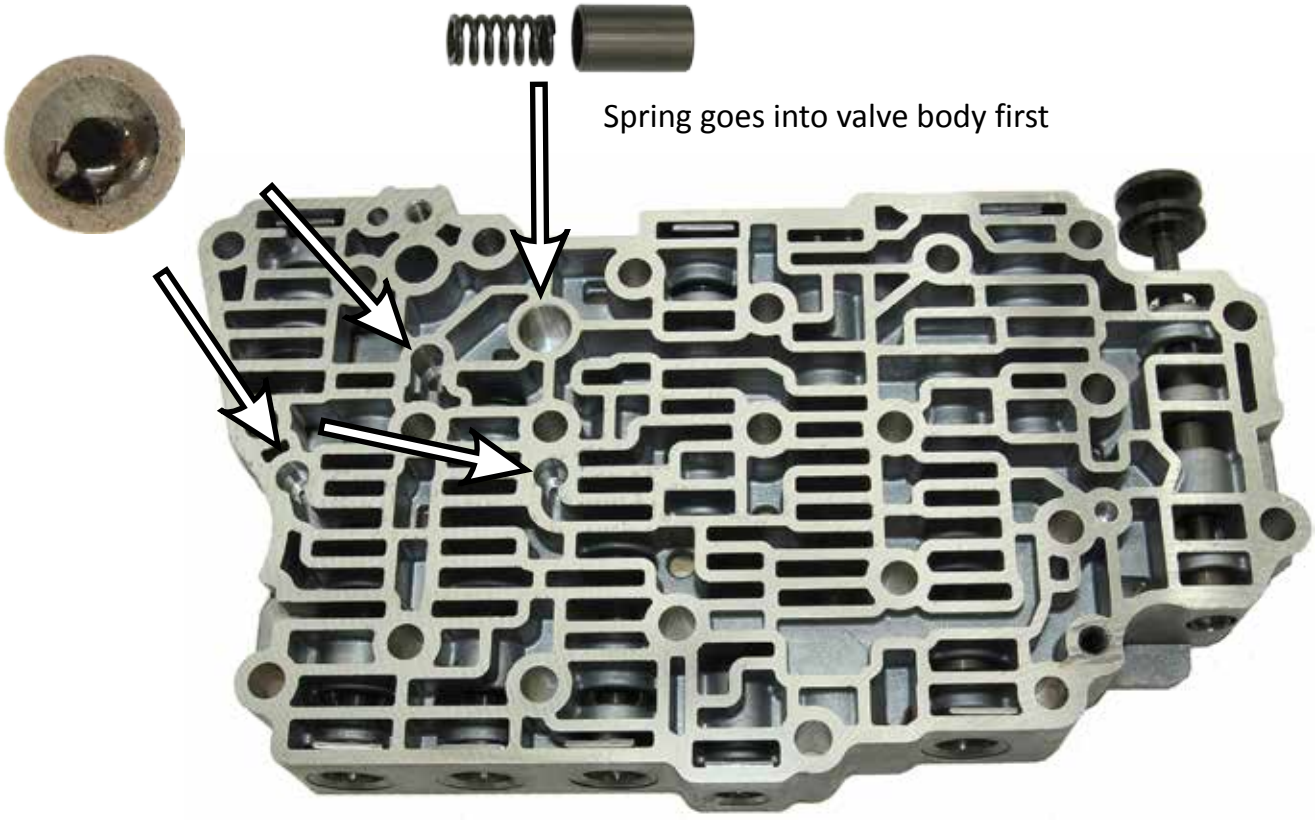

6F35N
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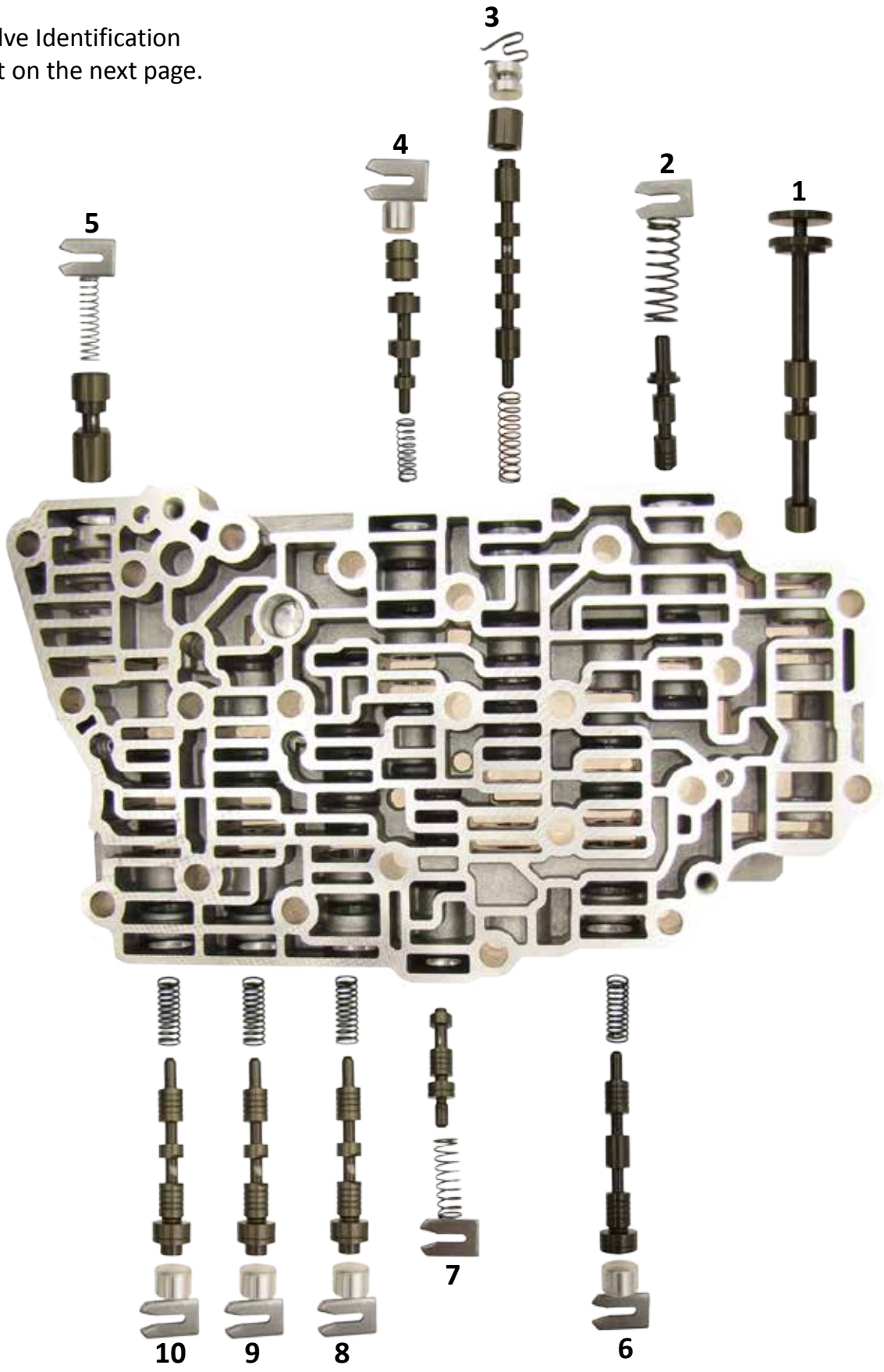
#1820

Valve Identification chart on the next page.



Main Control Valve Body Valve Identification (Spring Dimension)	
1	Manual Valve
2	Solenoid Pressure Regulator Valve (1.465" X .514" X .050")
3	Clutch Bypass Valve (1.332" X .362" X .031")
4	Torque Converter Clutch (TCC) Regulator Valve (.870" X .286" X .027")
5	Control Pressure Regulator (1.233" X .323" X.031")
6	Low/Reverse/Overdrive (4, 5, 6) Clutch Regulator Valve (.874" X .324" x.031")
7	Forward (1, 2, 3, 4) Clutch Latch Valve (1.090" X .372" X .031")
8	Forward (1, 2, 3, 4) Clutch Regulator Valve (.874" X .324" x.031")
9	Intermediate (2, 6) Clutch Regulator Valve (.874" X .324" x.031")
10	Direct (3, 5, R) Clutch Regulator Valve (.874" X .324" x.031")

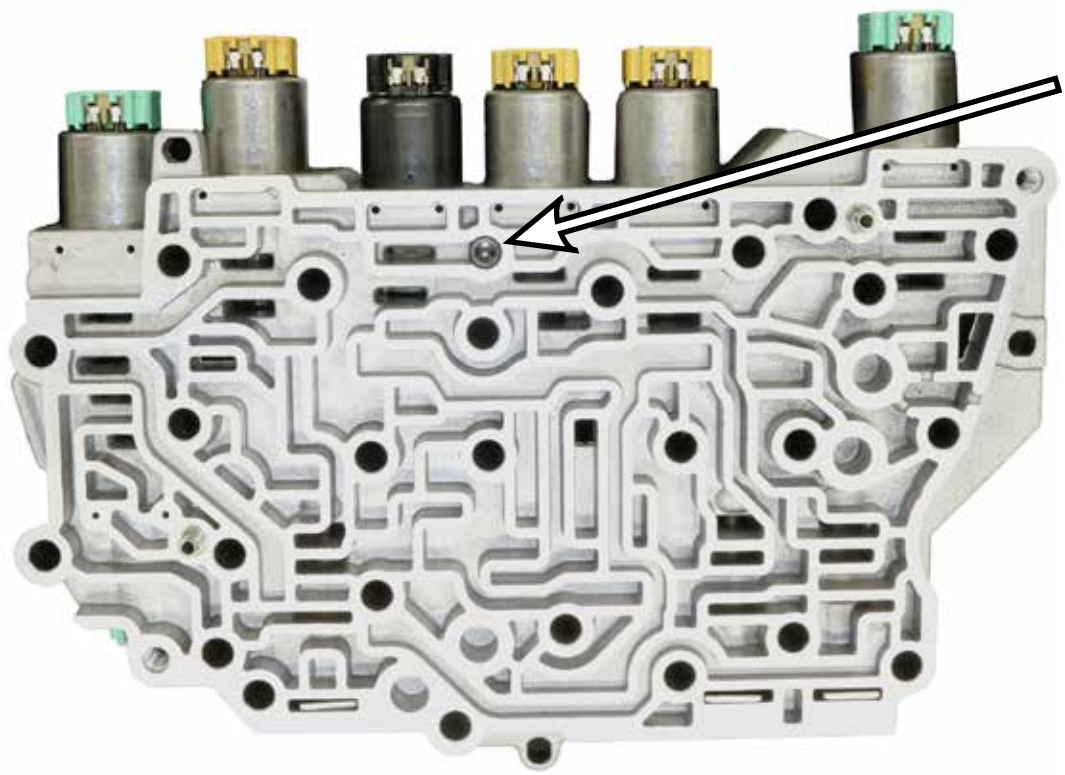
6F35N
Valve Body Breakdown/Check Ball Location/Solenoid ID

#1820

Solenoid Body Valve Identification (Spring Dimension)	
1	Low/Reverse/Overdrive (4, 5, 6) Clutch Latch Valve (1.21" X .372" X .031")
2	Intermediate (2, 6) Clutch Latch Valve (1.21" X .372" X .031")
3	Direct (3, 5, R) Clutch Latch Valve (1.21" X .372" X .031")

6F35N
Valve Body Breakdown/Check Ball Location/Solenoid ID

Early valve body filter placement



Caution!

When replacing the solenoids the new solenoid must have the same “service band number” as the original solenoid. Failure to do so may cause transmission damage.

The last digit is the “band” number.

Early
Borg Warner

6F35N
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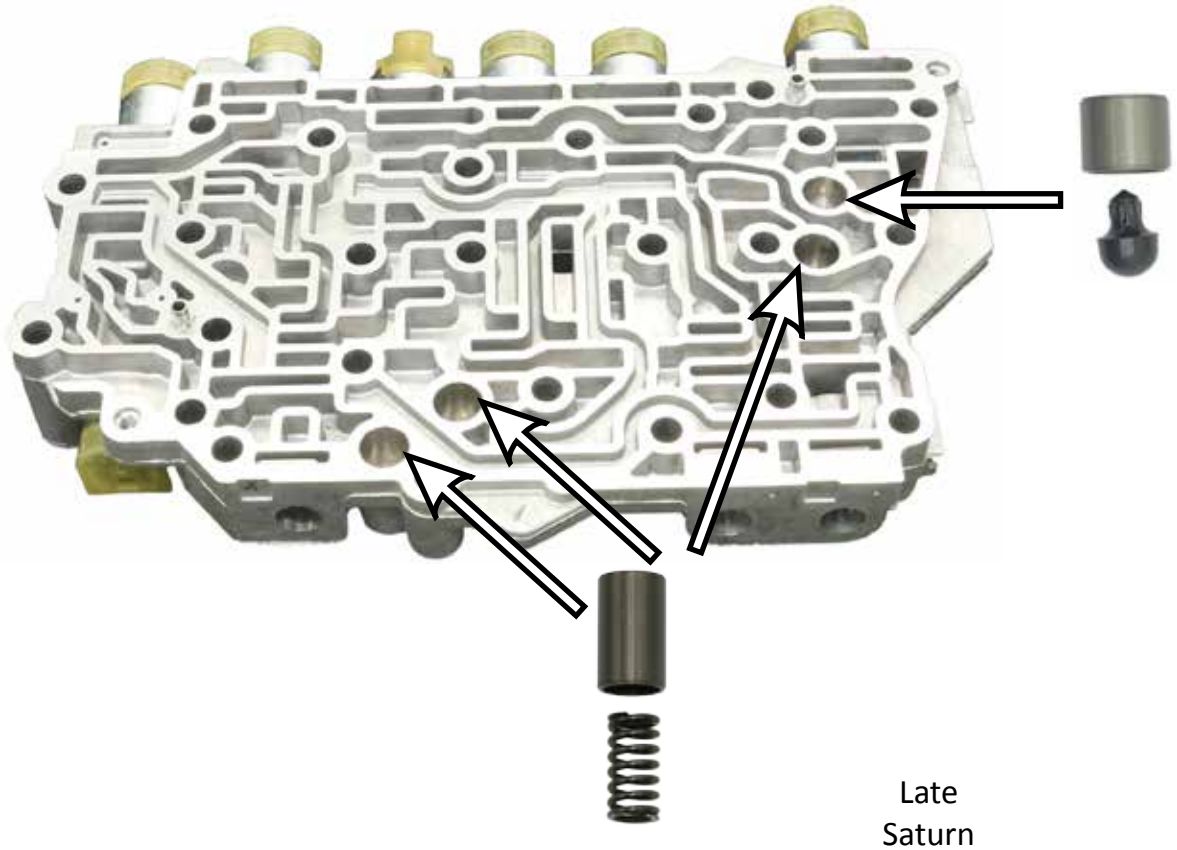
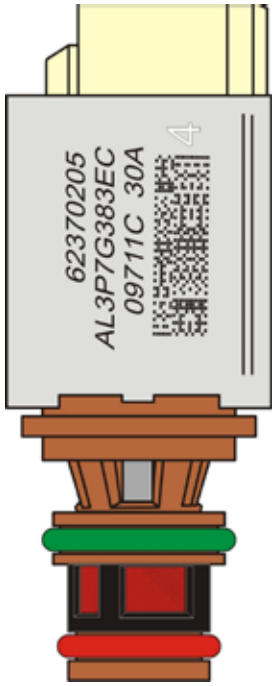
#1820



Caution!
When replacing the solenoids the new solenoid must have the same “service band number” as the original solenoid. Failure to do so may cause transmission damage.

Late Saturn



Caution! The number is very difficult to read.