

SK[®] A246

Corrects/Prevents/Reduces

Shuttle, bind-up or flare on 2-3 shift, slips with throttle in 3rd and/or 4th, chugs/kills engine at a stop, TCC slip codes.

Fits:

Toyota: A246E 4 speed:

Matrix 03-08 w/1.8 130Hp only
also fits Corolla 03-08 1.8L A245 w/EPC.
(Does NOT fit All Wheel Drive w/U341F)

Pontiac A246E 4 speed: Vibe 03-08

(Does NOT fit All Wheel Drive w/U341F)

Tech Notes:

The following pages show you how to remove & split the valve body to install the repair package. Due to the model and year changes, it's important to disassemble the valve body in a manner that won't disturb the current location of loose small parts.

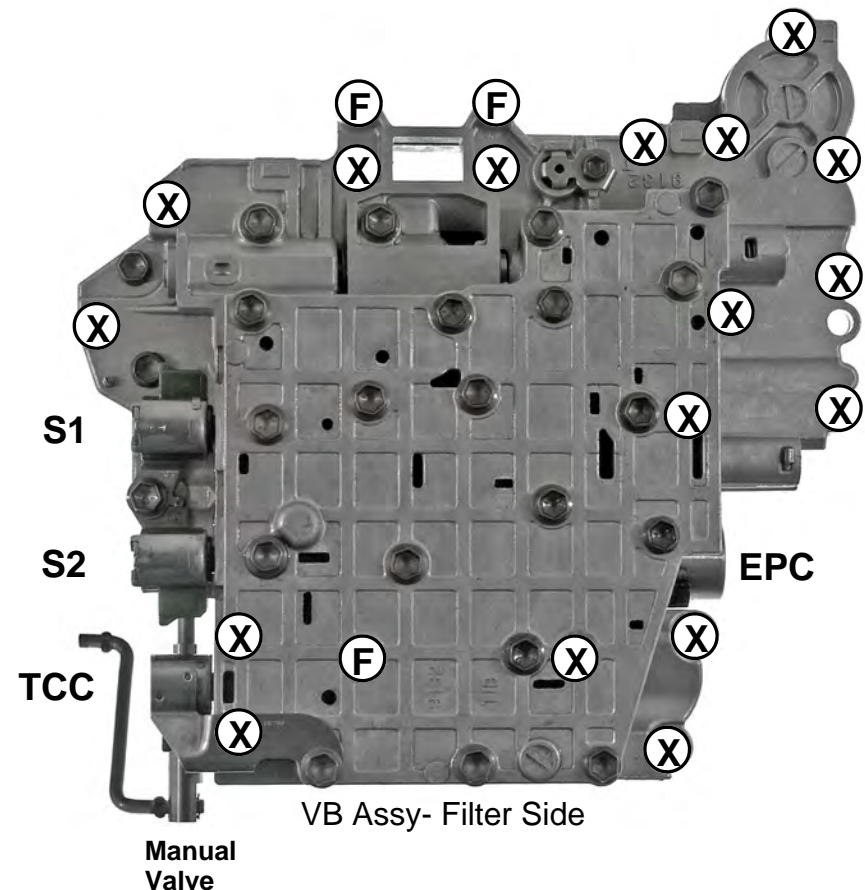
Always mark the current locations of check balls, retainers etc. to **ensure they are returned to their original locations** even if they differ from what is shown here. This is a typical layout of this valve body. Use care in disassembling.

Planetary failure always REQUIRES a complete strip and cleaning of the valve-body!

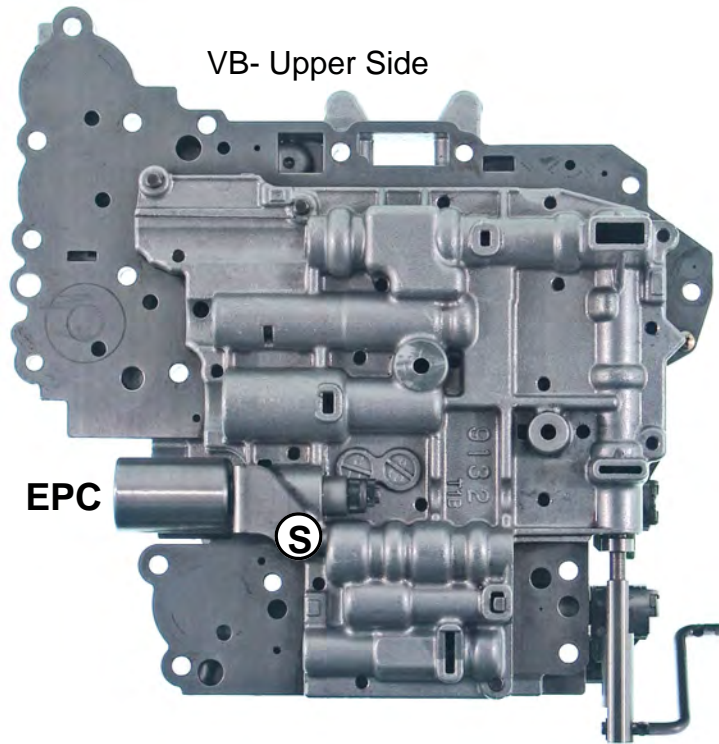


Step 1

Remove the "F" filter bolts then the "X" bolts that hold the VB to the case. Disconnect wiring. Un-hook manual valve. Keep bolts separate from the rest of the VB bolts.

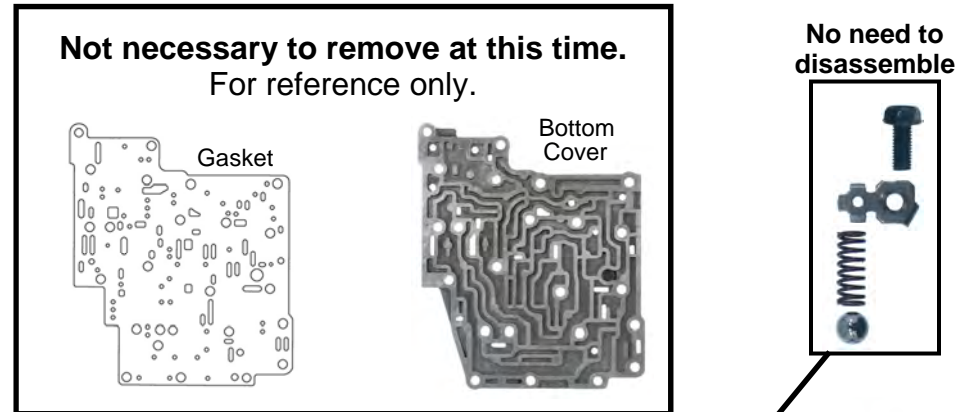


Separating Valve Body Halves.



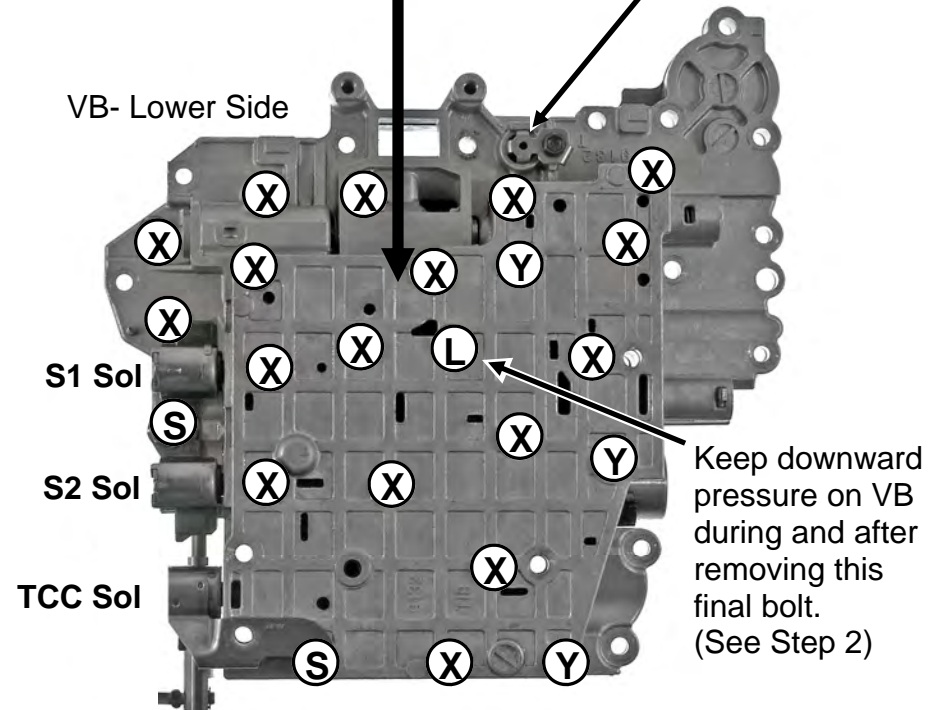
Step 1

Remove EPC Sol "S" bolt and EPC Sol. as shown at left. Flip VB over so the filter side is facing up as shown below. Remove the "S" bolts holding the solenoids in first. After removing the solenoids, remove the bolts marked with an "X" only! The "Y" bolts hold the bottom cover plate.



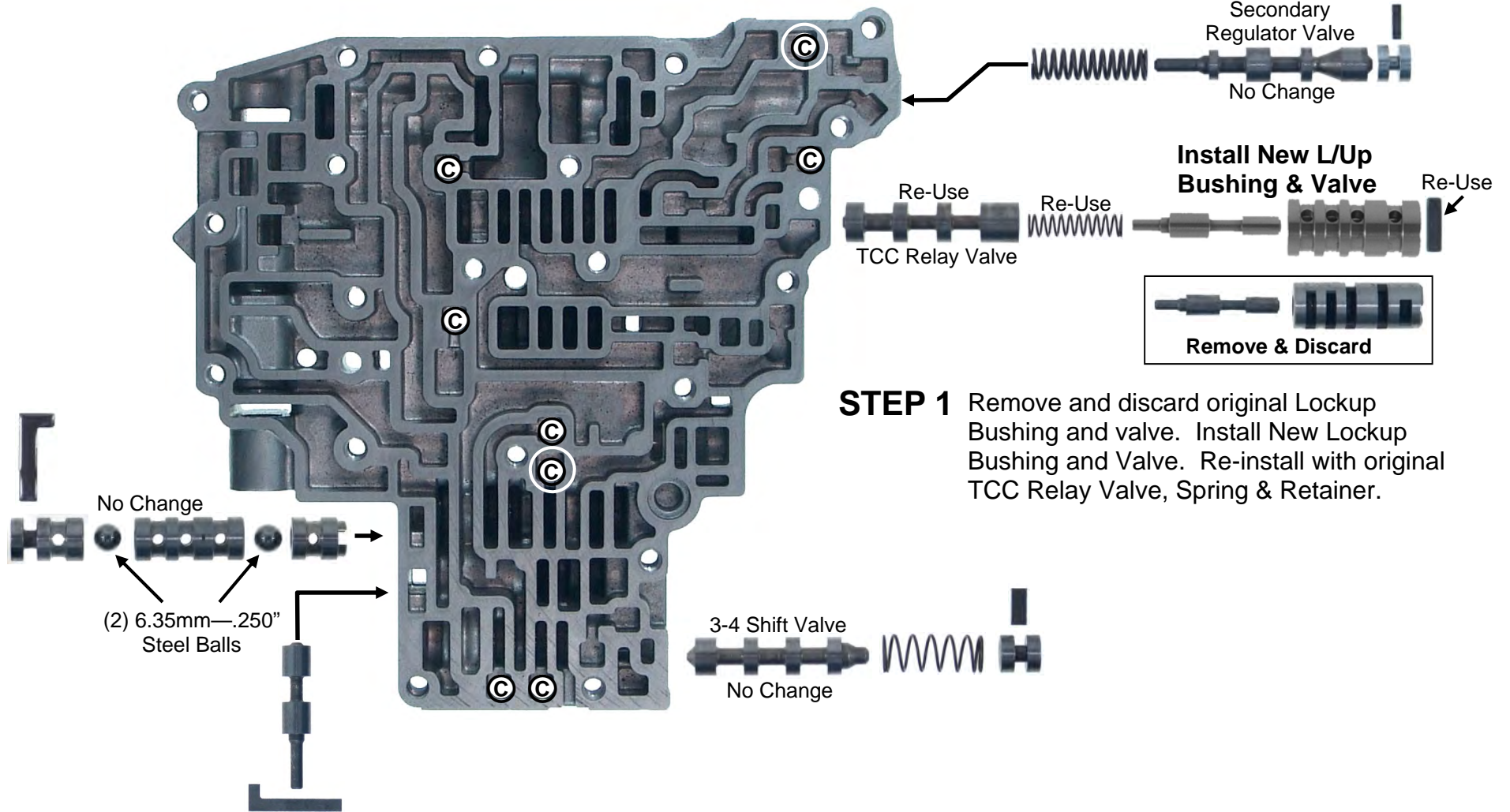
Step 2

After removing the "X" bolts, hold downward pressure on the body while removing the **final "L" bolt**. Lift the lower body **AND the separator plate** together as an assembly off the upper body. Squeeze the plate and the body together as you lift it off. (The cooler relief valve has pressure on the plate.) Flip the Lower VB assembly over with separator plate facing up at you. Remove plate and mark the locations of all small parts on both VB halves. Mark the locations of check balls, filters, relief valves and retainers just in case they differ from what is shown in this instruction. Always reinstall them back in their original locations.



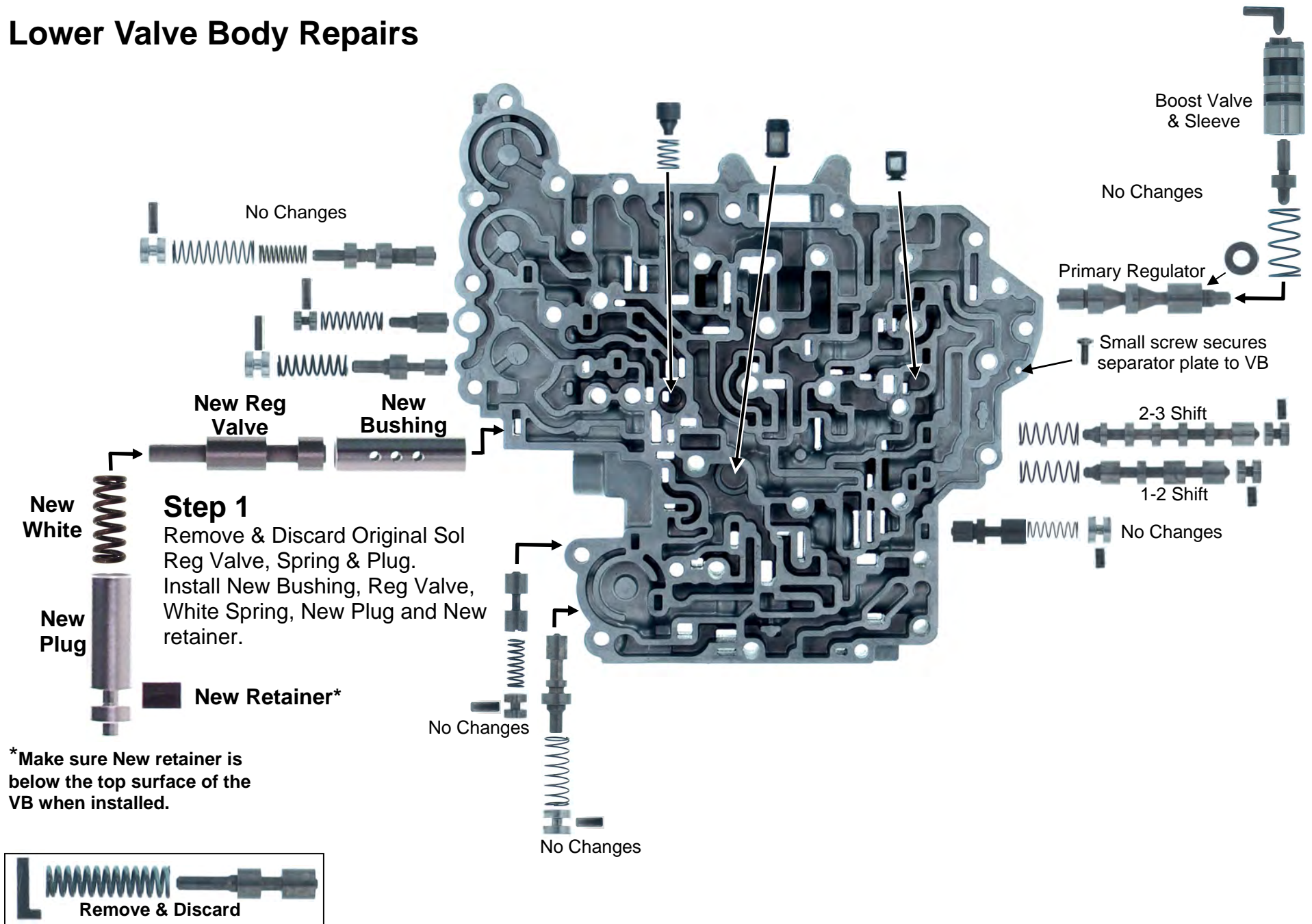
Upper Valve Body Repairs

- © (6) 5.50mm—.217" Plastic Balls
- © (2) 6.35mm—.250" Plastic Balls



STEP 1 Remove and discard original Lockup Bushing and valve. Install New Lockup Bushing and Valve. Re-install with original TCC Relay Valve, Spring & Retainer.

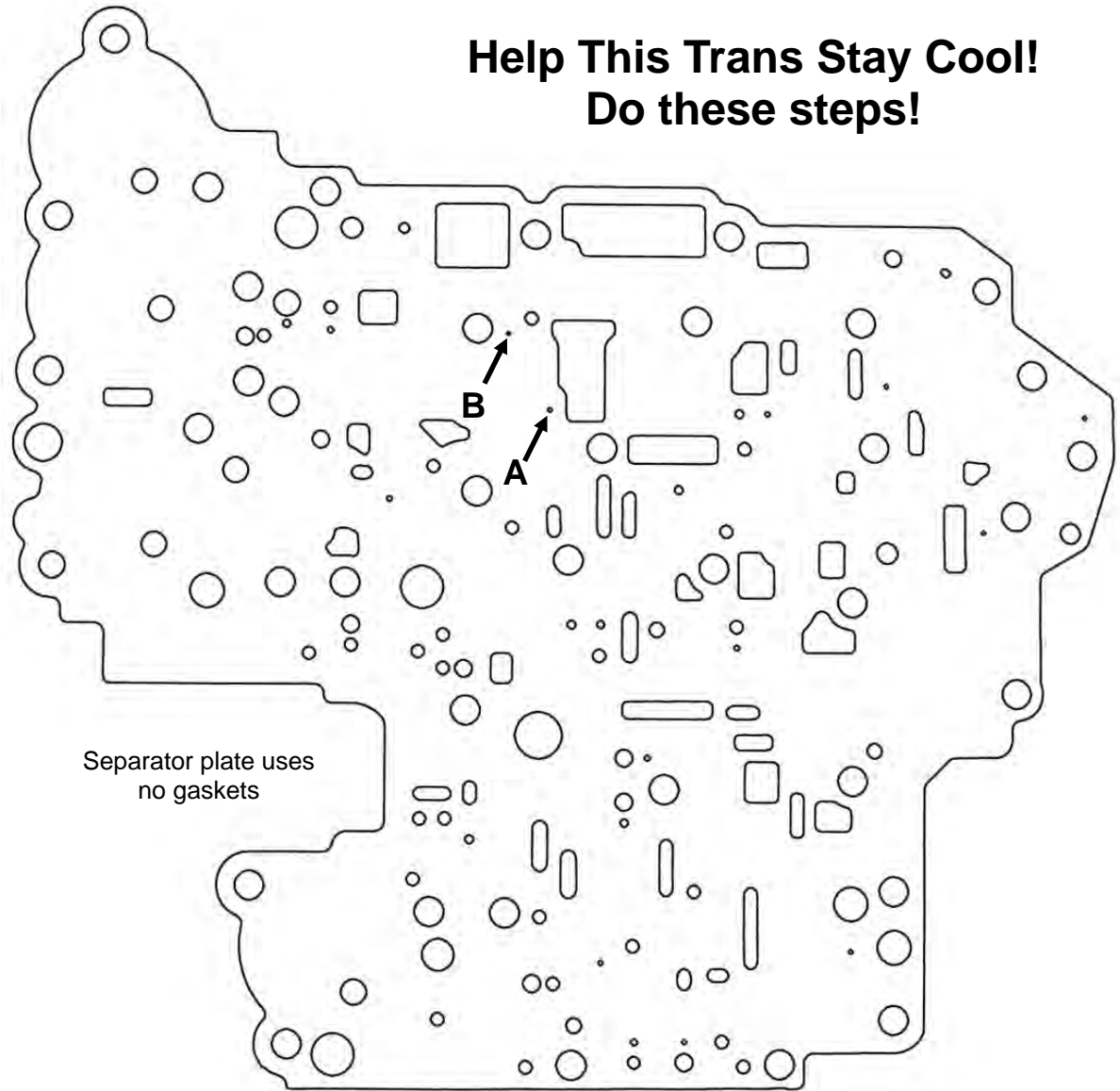
Lower Valve Body Repairs



Lube Corrections

Step 1

Enlarge main separator plate holes A & B with .055 drill provided.



**This page ends the repair work. Read Important
Additional Information on the back page.**

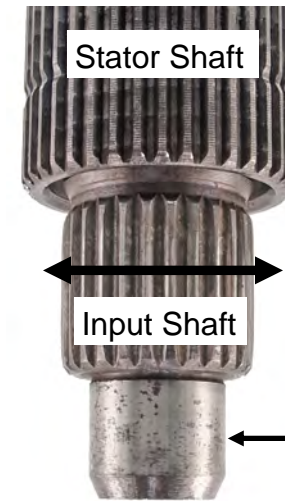
Additional Information

Converter Slip, Chatter or No apply can be a VB / Chassis problem or a transmission component problem.

While the trans is apart, use extra focus and check the condition of the front stator bushing in particular as well as the rear bearing that supports the input shaft.

The more “wobble” the shaft has, the more leak you have in apply oil. The front stator bushing is a barrier between converter rear oil and converter front oil. Mixing the two circuits causes loss of apply pressure on the converter rear circuit during Lock-Up apply.

Extra moments spent here will ensure your success after overhaul.



Very little to no “wobble” is best!

Pitted/Rusty shaft here is a NO-NO! Wears out seal!



Always insert the input shaft into the converter till it bottoms out. Lift the drum up gently and you'll feel the seal lightly dragging on the shaft which feels different from the spline drag. No feel? Look into converter and inspect the seal. The shaft must have drag on the seal or you risk a TCC performance issue!

