



ZF6HP19/26/32 (Generation 1), Ford 6R60, 6R75, 6R80, ZF6HP21/28/34 (Generation 2) ZIP KIT®

PART NUMBER **ZF6-053-ZIP**

IDENTIFICATION GUIDE

Valve Body Identification

Valve components differ between Generation 1 (ZF6HP19/26/32), Ford 6R60, 6R75, 6R80 (2009-2014), and Generation 2 (ZF6HP21/28/34) valve bodies. Please use this identification guide to determine which generation you have to ensure correct valve kits and components are selected for your rebuild.

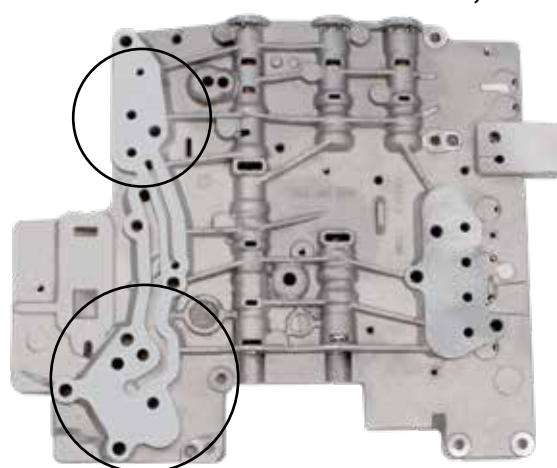
Generation 1 (ZF6HP19, 26 & 32), Ford 6R60, 6R75, 6R80

Generation 2 (ZF6HP21, 28 & 34)

1st Generation Case Side
Includes 19, 26 & 32

1. IDENTIFY!

2nd Generation Case Side
Includes 21, 28 & 34



**Different Sized Pressure Regulator
Valves and Sleeves**

2. VERIFY!

**Pressure Regulator Valves and Sleeves
Cannot Be Interchanged**



Generation 1 (ZF6HP19, 26 & 32), with 053 Separator Plate



Verify OE dimensions
indicated in order to select correct
Sonnax parts.

NOTE: Some BMW 6 & 7 series with six accumulators have a different sized pressure regulator valve. This is most commonly seen on the A053/B053 separator plate applications.

CAUTION: Some valve sizes and locations differ from non-053 plate Generation 1 units. Reference 053 plate vacuum test guide and exploded view for details.



ZF6HP19/26/32 (Generation 1) with 053 Separator Plate ZIP KIT®

PART NUMBER **ZF6-053-ZIP**

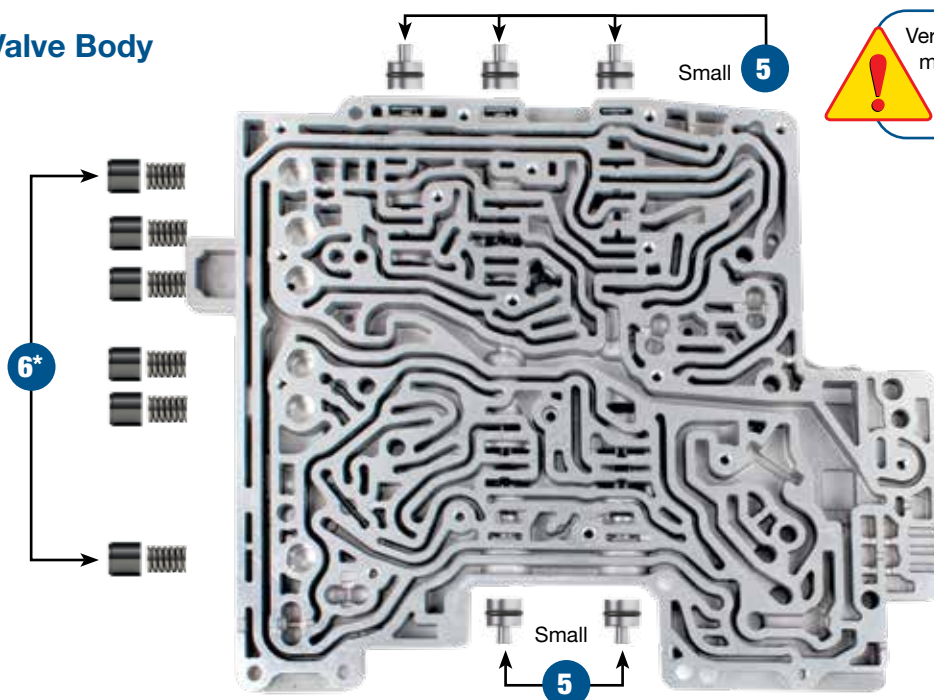
QUICK GUIDE

Valve Body Identification

This Zip Kit **ZF6-053-ZIP** is designed for ZF6HP19/26/32 (Generation 1) applications with an 053 separator plate only. A separate Zip Kit **ZF6-6R60-ZIP** is available for all other Generation 1 applications and the Ford 6R60, 6R75, 6R80 (2009-2014); **ZF6-GEN2-ZIP** is available for ZF6HP21/28/34 (Generation 2) applications. See separate identification guide for details.

INSTALLATION DIAGRAM

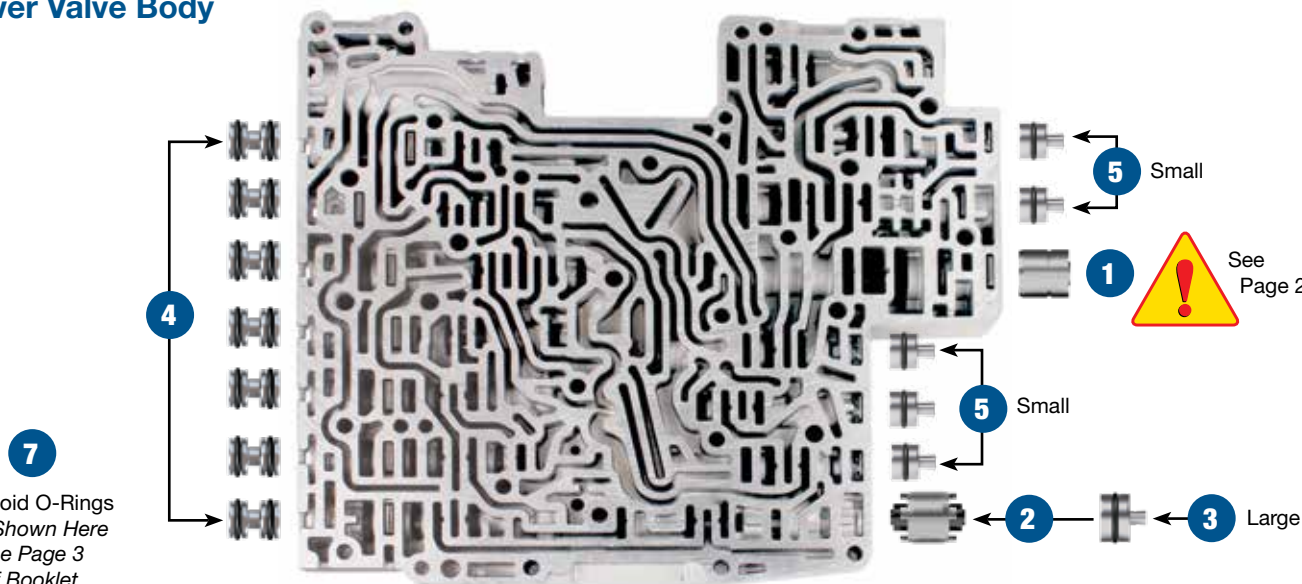
Upper Valve Body



Verify valve body is a Generation 1 model with an 053 separator plate. See separate identification guide for details.



Lower Valve Body



7
Solenoid O-Rings
Not Shown Here
See Page 3
of Booklet



See
Page 2

In addition to general rebuilding tips and technical information, the technical booklet included in this kit contains vacuum testing and additional repair options for higher mileage units or for repairing specific complaints which are beyond the scope of this kit.

Kit Contents & Installation Steps

Step 1 Replace OE Sleeve



CAUTION: Verify OE pressure regulator valve and sleeve measurements in order to ensure correct ZIP Kit is being installed. See separate Identification Guide for details.

Packaging Pocket 1

- Sleeve (.657" dia. x .725" length)

Step 2 Replace OE Sleeve & Valve

Packaging Pocket 2

- Valve
- Sleeve

Step 3 Replace Large OE End Plug

Place O-Ring in groove, lubricate with Sonnax Slippery Stick O-LUBE and roll on bench to size.

Packaging Pocket 3

- End Plug, Large
- O-Rings, Large (2) 1 Extra

Step 4 Replace Internal OE End Plugs



NOTE: Insert the internal end plug with the hole facing outboard.

Place O-Rings in two shallow grooves, lubricate with Sonnax Slippery Stick O-LUBE and roll on bench to size.

Packaging Pocket 4

- Internal End Plugs (7) 6 Extra
- O-Rings (20)

Step 5 Replace Small OE End Plugs

Place O-Ring in groove, lubricate with Sonnax Slippery Stick O-LUBE and roll on bench to size.

Packaging Pocket 5

- End Plugs, Small (10) 5 Extra
- O-Rings, Small (15)

Step 6 Replace OE Pistons

Packaging Pocket 6

- Accumulator Pistons* (6)
- Matching Springs* (6)

*NOTE: These components are protected by Patent No. 8,794,108.

Step 7 Replace OE Solenoid O-Rings

Packaging Pocket 7

- O-Rings, Size 10.5 x 2mm thick (6)
For inboard groove on Blue and Yellow solenoids.

Packaging Pocket 8

- O-Rings, Size 13.5 X 2mm thick (3)
For outboard groove on Yellow solenoids

Packaging Pocket 9

- O-Rings, Size 13 x 2mm thick (3)
For outboard groove on Blue solenoids

Packaging Pocket 10

- O-Rings, Size 14.5 x 1.5mm thick (4)
For inboard and outboard grooves on MV1 and MV2 solenoids

NOTE: See page 3 in the technical booklet included with this Zip Kit for details on replacement solenoid O-ring locations.

Step 8 Vacuum Testing

Packaging Pocket 11

- Testing End Plug

NOTE: See page 4 in the technical booklet included with this Zip Kit for instructions on how to vacuum test with this part.



ZF6HP19/26/32 (Generation 1) with 053 Separator Plate ZIP KIT®

PART NUMBER **ZF6-053-ZIP**

INSTALLATION & TESTING BOOKLET

Valve Body Identification

This Zip Kit **ZF6-053-ZIP** is designed for ZF6HP19/26/32 (Generation 1) applications with an 053 separator plate only. A separate Zip Kit **ZF6-6R60-ZIP** is available for all other Generation 1 applications and the Ford 6R60, 6R75, 6R80 (2009-2014); **ZF6-GEN2-ZIP** is available for ZF6HP21/28/34 (Generation 2) applications. See separate identification guide for details.

Torque Specifications

Mechatronic-to-Case or Valve Body Halves Bolts 8Nm/71 in-lb	Metal Oil Pan to Case 14Nm/10 ft-lb
Plastic Oil Pan to Case 10Nm/89 in-lb	Pump Bolts to Case 10Nm/89 in-lb
Output Shaft Flange Nut 60Nm/44 ft-lb	

Clearance & Endplay

Rear Unit Endplay (flanged output) 0.15-0.35mm/.006-.013"	Input Shaft Endplay 0.2-0.4mm/.008-.015"
------------------------------------------------------------------------	----------------------------------------------------

Clutch clearance and material is critical (refer to OE clutch travel specifications). These have fluid balanced clutch pistons.

Fluid

Service Fill Approx. 4.2 qt./4 ltr.	ZF Fluid S671 090 0255- Shell M-1375.4
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Cautions

Electronics

Do not use an ohm meter with more than .6 voltage supply. The TCM is capable of limited solenoid adaptation without reprogramming. After any service, resetting adapts/clearing KAM is suggested. In many instances, solenoids can be replaced with new OE or with qualified used. Original solenoids, if reused, should be returned to their same location due to a learned flow rate by the TCM. Make every effort to avoid mixing up the solenoids.

It is not advised to attempt circuit testing through the 16-pin connector. Check the solenoid resistance (5.0 ohms at 20°C/68°F) with the circuit board removed.

Visual Identification

The ZF6 has two generations:

- 2002–2005 ZF6HP19, ZF6HP26, ZF6HP32 = Generation 1
- 2006-later ZF6HP21, ZF6HP28, ZF6HP34 = Generation 2

The 19, 26 and 32 of Generation 1 ZF6 units refer to the sequentially larger amounts of torque capacity. In 2006, the mechatronic was upgraded to increase oil flow, which reduced the duration of the shift. These units became known as Generation 2, and were given the numbers 21, 28 and 34. The photos on the separate identification guide show how to identify and verify the valve body as a Generation 1 or Generation 2 version with the updated solenoids.

Within both vintages, there is an “M” version for the manual valve and an “E” solenoid controlled manual valve. The “E” version in both the early and late generations will have two additional solenoids, for a total of 9.

Technical Tips

Reprogramming

As indicated on the photo (**Figure 1**) an engraved number identifies this mechatronic as a service unit. This exchange unit may also have a blue paint dot, (**Figure 2**) on the solenoid end of the plastic frame, next to the bar code part number. This blue dot indicates it is NOT programmed and that the unit must be flashed with vehicle application prior to installation.

A white dot in the same area indicates the unit HAS been programmed without the transmission.

A pin dot identification in the same area with a fifth, sixth or seventh digit of 128 indicates this is a NEW unit, not a serviced mechatronic.

OE Serviced Valve Body

Figure 1

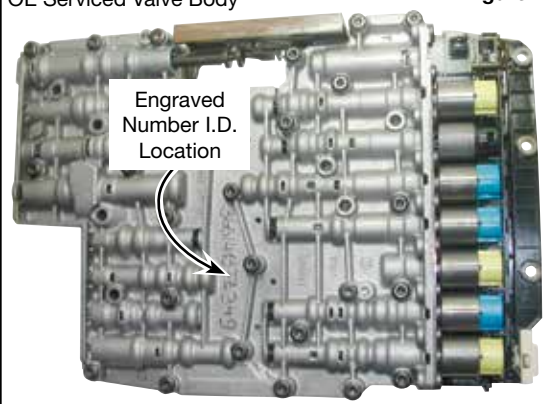
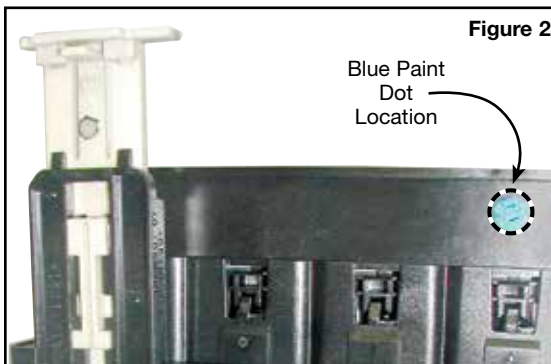
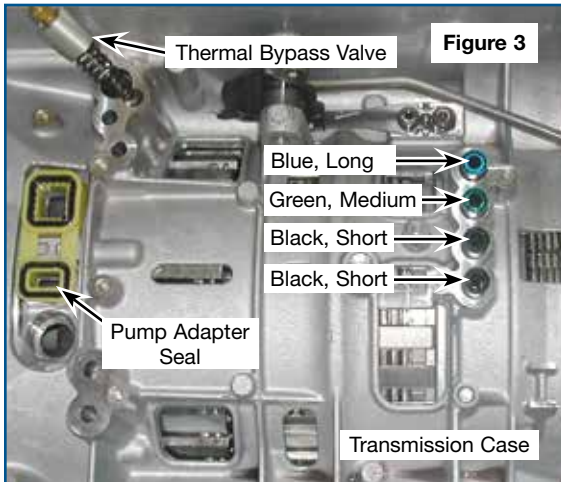


Figure 2





Technical Tips (continued)

Transmission Specifications & Reassembly Tips

ZF suggests the body-to-case, pump in/out adapter seal be replaced on every valve body R-R (Figure 3). The overall seal height on these vary depending on application. Make sure you have the correct size.

There are four mechatronic-to-case center support seals. The longest (blue) resides next to the manual linkage, medium (green) next to it. The two shortest ones (black) are furthest from the linkage (Figure 3).

Zip Kit Instructions

1. Valve Body Removal from Case

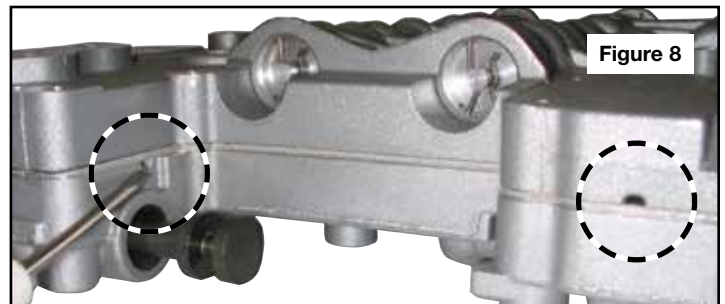
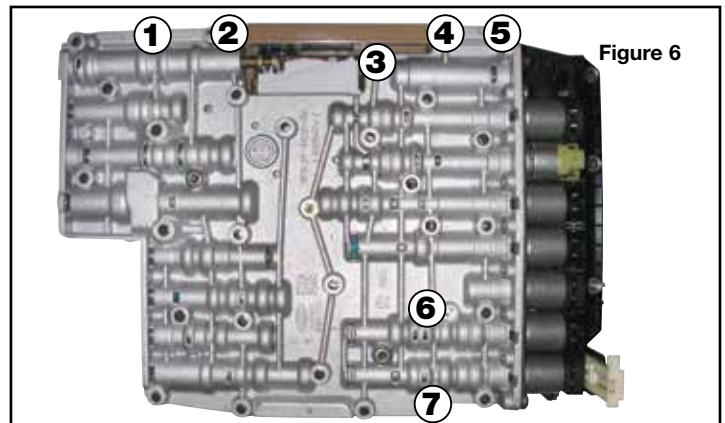
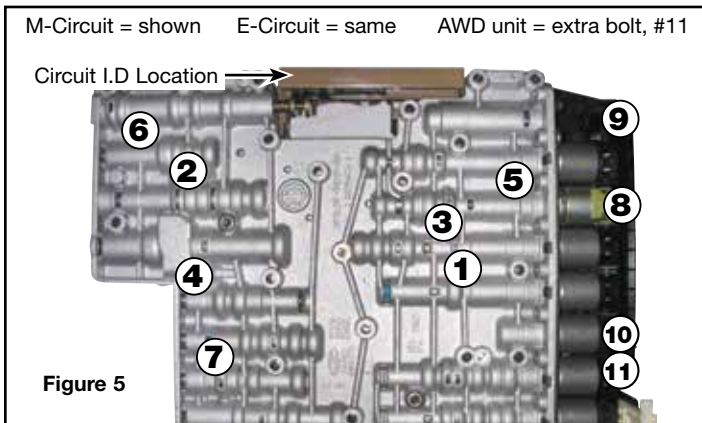
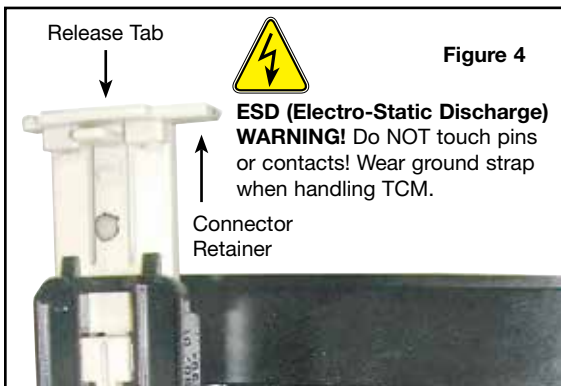
- Press release tab and lift connector retainer (Figure 4).
- Pull connector sleeve out of case.
- Remove 10 or 11 bolts to drop valve body from case (Figure 5).

2. Valve Body Disassembly

- Remove seven bolts to remove TCM from valve body (Figure 6).
- Remove TCM (Figure 7).
- Pry valve body halves from separator plate where indicated (Figure 8).



NOTE: Figures 5-8 show a typical ZF6 Generation 1 valve body with Manual Shift. The 053 separator plate valve body is an Electronic Shift and will look slightly different.



NOTES: The separator plate has a bonded gasket which may delaminate during disassembly (**Figure 9**). If any damage or delamination to the gasket is present, a new Sonnax separator plate should be used.

These separator plates are specifically calibrated, requiring either the OE valve body code or an identification number stamped on original plate (**Figures 10 & 11**) for reorder. See Sonnax application chart for cross-reference numbers (**Figure 13**).



Figure 9

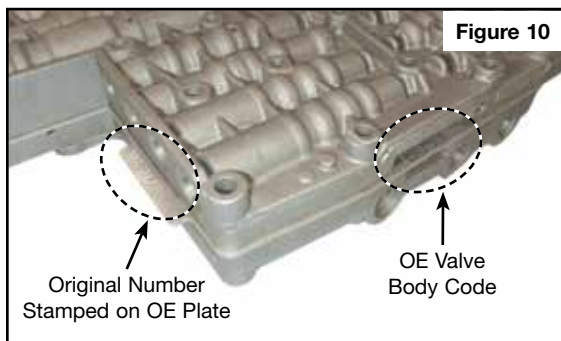


Figure 10

Original Number
Stamped on OE Plate

OE Valve
Body Code

3. Installation

Install Zip Kit parts as shown on diagram of separate quick guide sheet included in this Zip Kit. The locations of the replacement solenoid O-rings are shown in (**Figure 14**). For additional solenoid information see Solenoid O-Ring Sizes charts and Solenoid Function charts (**Figures 15–18**) on page 8 of this booklet.

Sonnax recommends vacuum testing critical wear areas not covered by this kit to determine whether additional Sonnax parts are required (see pages 4–5).

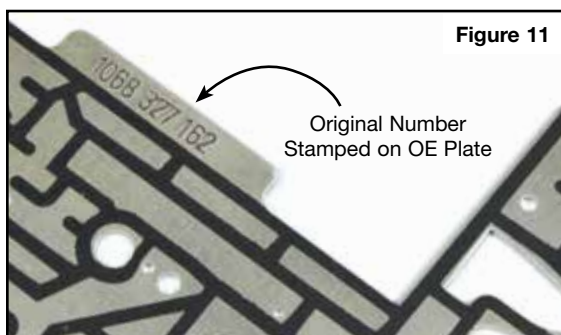


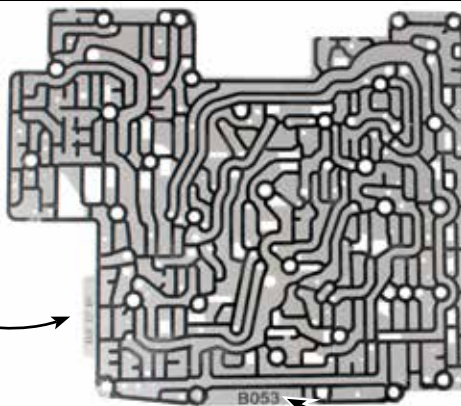
Figure 11

Original Number
Stamped on OE Plate

**ZF6HP19/26/32
Generation 1
053 Separator Plate**

Original Number
Stamped
on OE Plate

Figure 12



Valve Body
Code
Stamped
on OE Plate

Valve Body Separator Plate Application Chart

Figure 13

OE Valve Body Code	Number Stamped on Original Plate	Order Sonnax Part Number	Valve Body Generation
E510F	6L2P-7Z490-FC or -FB	95740-510**	Ford 6R60
A035/B035	1068-327-141	95740-035	ZF6HP19/26/32 (Generation 1)
A036/B036	1068-327-145	95740-051*	
A046/B046	1068-327-162	95740-046	
A047/B047	1068-327-163	95740-047	
A051/B051	1068-327-179	95740-051*	
A052/B052	1068-327-180	95740-052	
A053/B053	1068-327-189	95740-053	ZF6HP21/28/34 (Generation 2)
A063/B063	1068-327-210	95740-063	
A065/B065	1068-327-224	95740-065	

* Sonnax valve body plate **95740-051** is a direct replacement for both OE valve body codes A036/B036 and A051/B051, due to supersession by ZF.

Sonnax valve body plate **95740-510 is a replacement for OE plates stamped with part number 6L2P-7Z490-FB or 6L2P-7Z490-FC.

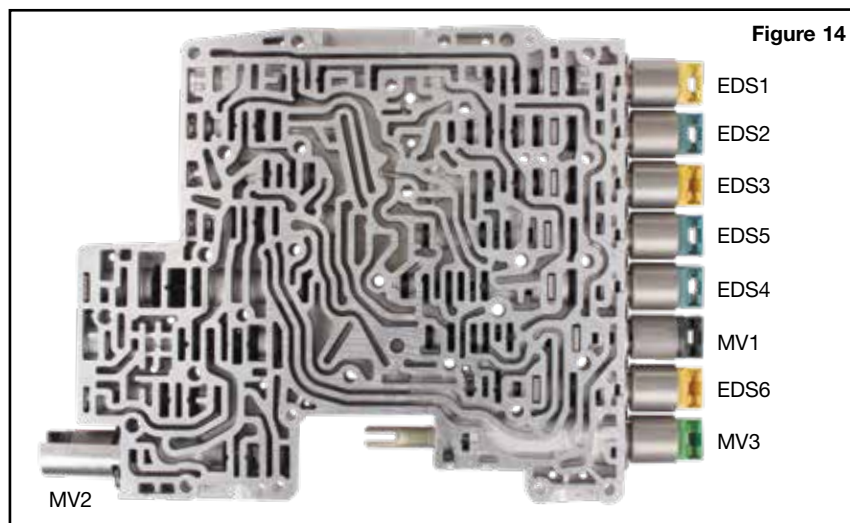


Figure 14

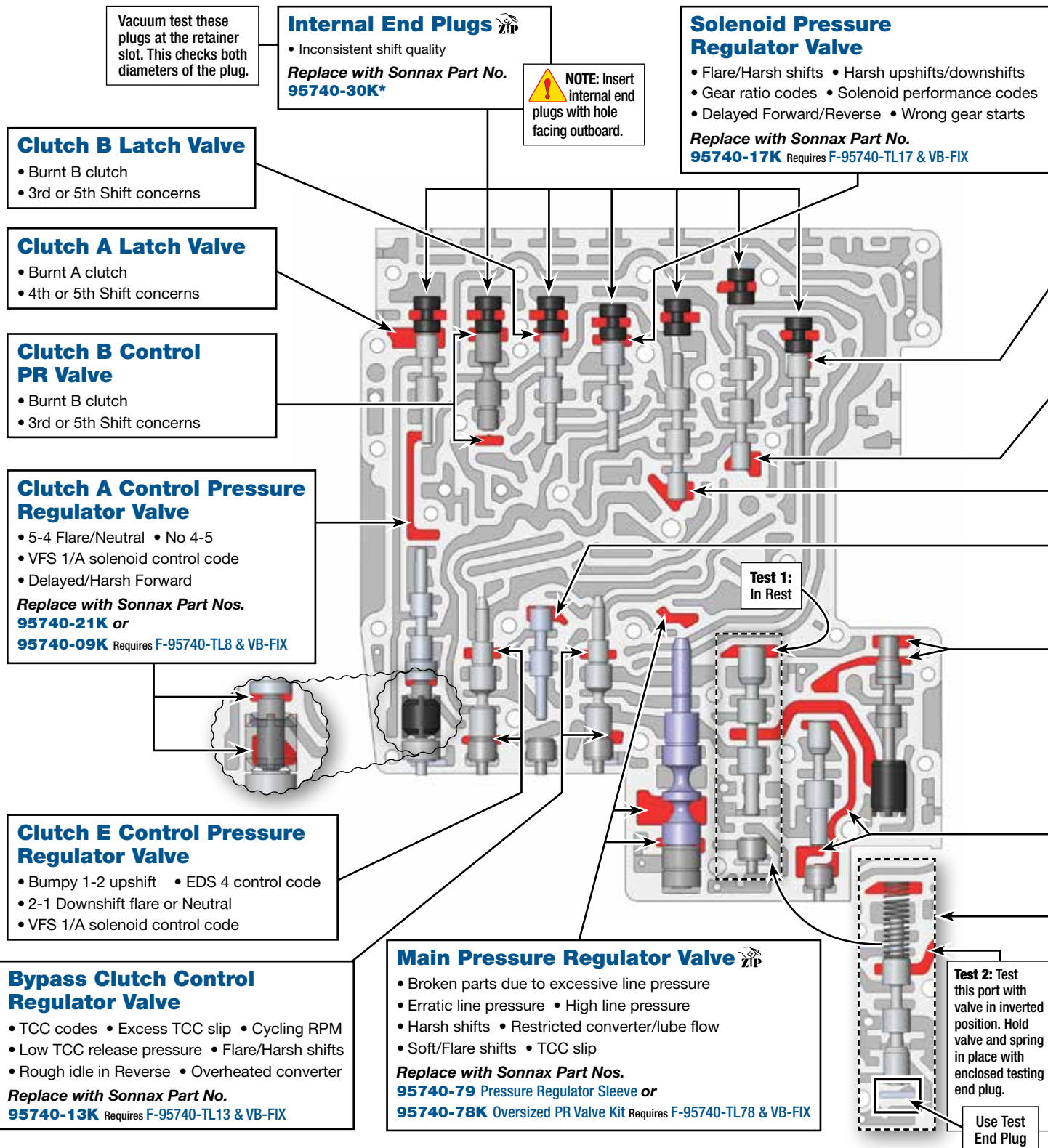
NOTE: O-ring sizes vary depending upon solenoid, location, make, model and generation version. Included in this Zip Kit are 16 standard replacement-size O-rings for the various solenoids. It is recommended to verify the size of the replacement O-ring by physically comparing it against the OE.

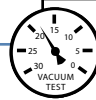
Critical Wear Areas & Vacuum Test Locations


 Drop-In Zip Valve™
Parts Available

NOTE: OE valves are shown in rest position and should be tested in rest position unless otherwise indicated. Test locations are pointed to with an arrow. Springs are not shown for visual clarity. Low vacuum reading indicates wear and Sonnax parts are noted for replacement.

Lower Valve Body • 053 Separator Plate Version Shown





For specific vacuum test information, refer to individual part instructions included in kits and available at www.sonnax.com.

Upper Valve Body • 053 Separator Plate Version Shown

Clutch D1 Brake Latch Valve

- 1st or 2nd Shift concerns
- EDS 6 codes
- Burnt D brake

Shift Valve 2

- No Forward
- Wrong gear starts
- Solenoid performance codes

Shift Valve 1

- Reverse engagement concerns
- Wrong gear starts
- Solenoid performance codes

Clutch E Latch Valve

- 4th, 5th, 6th Gear shift concerns
- EDS 4 control code

Parking Lock Valve

- Park release and engagement concerns

Lubrication Control Valve

- Planetary/Bushing/Lube failures
- Overheating • Low converter pressure
- Bump/Flare shifts • Rough idle in Reverse
- TCC apply & release concerns

Replace with Sonnax Part No. 95740-11K Requires F-95740-TL11 & VB-FIX

Converter Release Regulator Valve

- Excessive TCC slip RPM & related codes
- Harsh TCC apply & release
- Low TCC release pressure
- Rough idle in Reverse • Flare shifts
- Harsh downshifts • Overheated converter

Replace with Sonnax Part No. 95740-05K Requires F-95740-TL5 & VB-FIX

Accumulator Pistons ZIP

- Downshift clunk • Firm shifts
- Erratic EDS solenoid control and/or EDS codes

Replace with Sonnax Part No. 95740-15K*

Patent No. 8,794,108

OE accumulator pistons should be flush with or approximately .030" lower than the casting surface. It is common for the rubber insert to lose tension.

Each of these pistons can be vacuum tested from the exhaust hole on the opposite side of the casting.

Clutch D2 Latch Valve

- Bumpy 1-2 upshift
- 2-1 Downshift flare or Neutral
- EDS 3 control code

Clutch D1 Regulator Valve

- Bumpy 1-2 upshift
- 2-1 Downshift flare or Neutral
- EDS 3 control code

Clutch C Regulator Valve

- 2nd & 6th Shift concerns
- EDS 3 control code

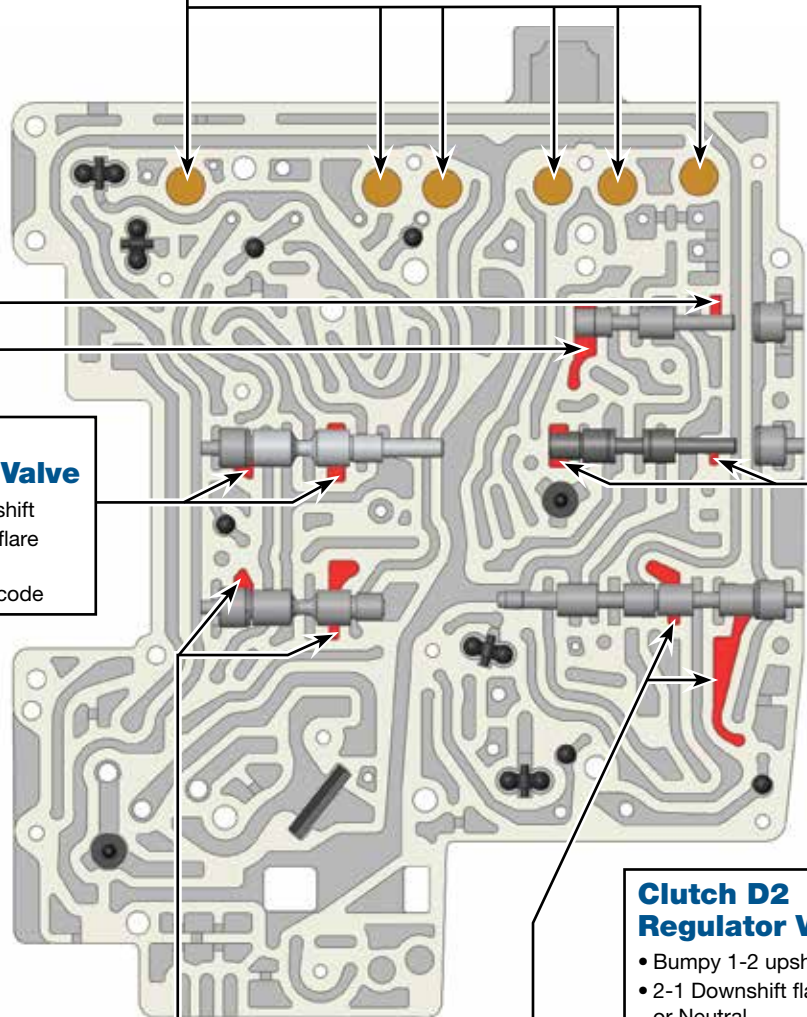
Clutch D2 Regulator Valve

- Bumpy 1-2 upshift
- 2-1 Downshift flare or Neutral

Position Valve D

- Shift concerns • A Clutch burned
- B Clutch burned • C Clutch burned

Replace with Sonnax Part No. 95740-75K Requires F-95740-TL75 & VB-FIX



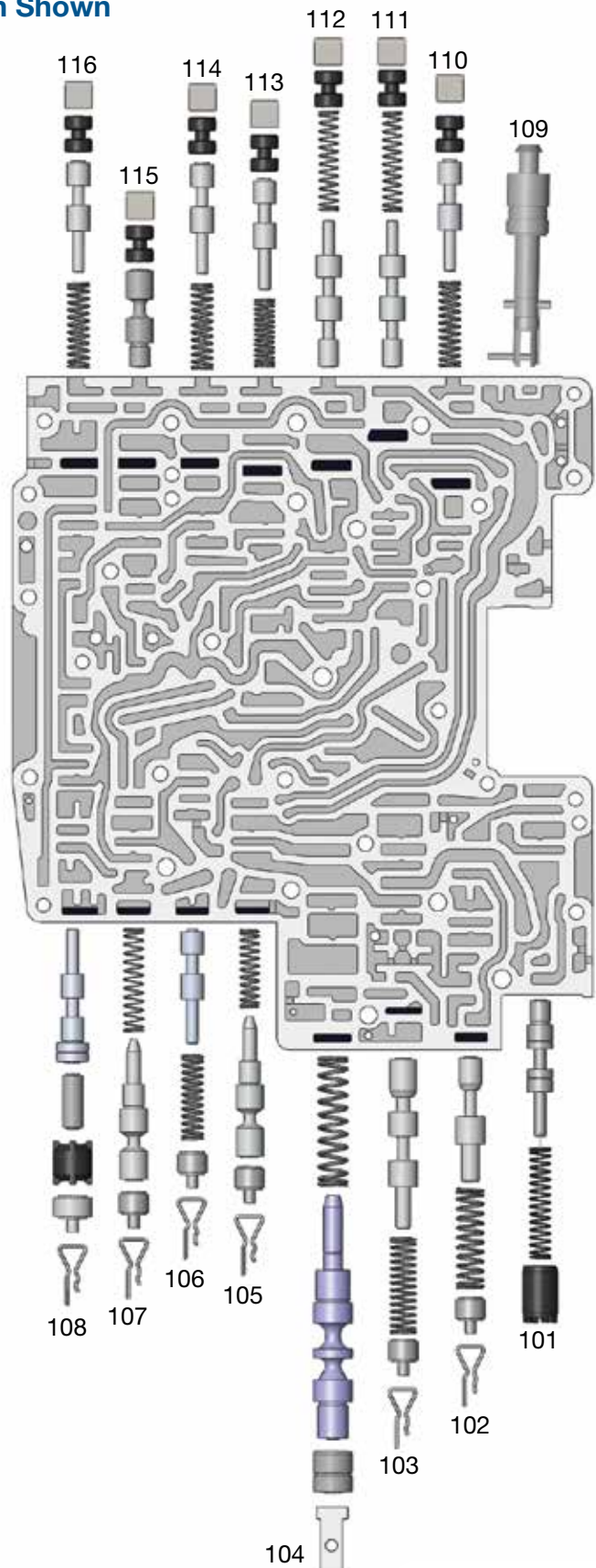
Part numbers with an asterisk () are included in this Zip Kit. Other part numbers are available separately.

OE Exploded View

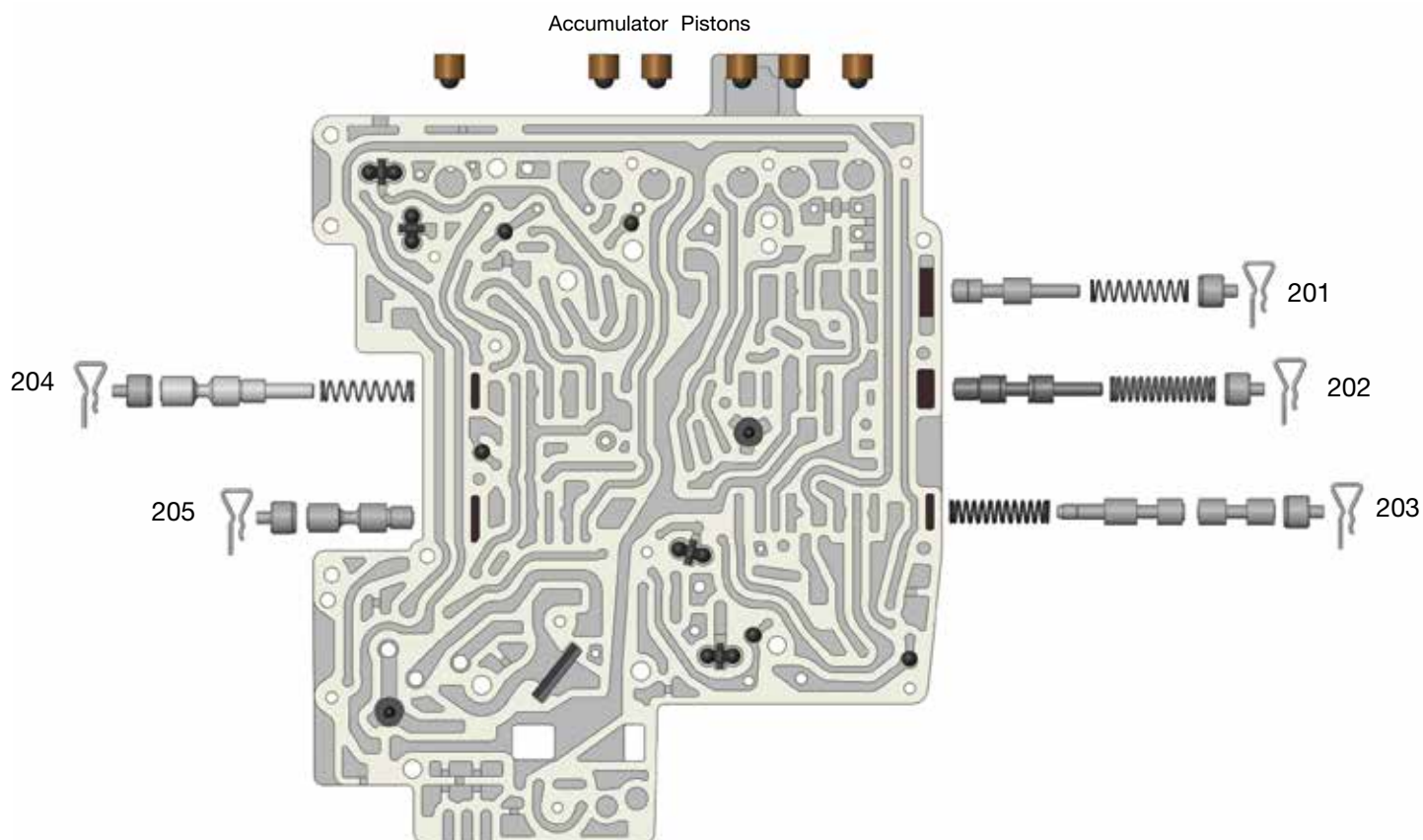
Lower Valve Body • 053 Separator Plate Version Shown

NOTE: Depending upon vehicle application, the OE springs shown may not be present.

Lower Valve Body Descriptions	
I.D No.	Description
101	Parking Lock Valve
102	Lubrication Control Valve
103	Converter Release Regulator Valve
104	Main Pressure Regulator Valve
105	Bypass Clutch Control Regulator Valve
106	Clutch E Latch Valve
107	Clutch E Control Pressure Regulator Valve
108	Clutch A Control Pressure Regulator Valve
109	Park Lock Cylinder
110	Clutch D1 Brake Latch Valve
111	Shift Valve 2
112	Shift Valve 1
113	Solenoid Pressure Regulator Valve
114	Clutch B Latch Valve
115	Clutch B Control Pressure Regulator Valve
116	Clutch A Latch Valve



Upper Valve Body • 053 Separator Plate Version Shown



Upper Valve Body Descriptions

I.D. No.	Description
201	Clutch D2 Latch Valve
202	Clutch D2 Regulator Valve
203	Position Valve D
204	Clutch D1 Regulator Valve
205	Clutch C Regulator Valve

Technical Tips (continued from page 3)

ZF Solenoid O-Ring Sizes				Figure 15
Connector Color	Snout Color	Inboard O-Ring Size	Outboard O-Ring Size	
Yellow / Green**	Black	10.5 x 2mm	13.5 x 2mm	
Blue / Black / Gray**	Yellow	10.5 x 2mm	13 x 2mm	
Orange	Orange	10.5 x 2mm	14.5 x 2mm	
Black (Typical MV1 solenoid in Gen 1 & MV2 solenoid on E-Shifts)	Short Black	14.5 x 1.5mm	14.5 x 1.5mm	



NOTE: Solenoid connector colors can fade with high mileage and high temperature. Example: blue can look like green and yellow can look like tan.

ZF Solenoid Function					Figure 16
Connector Color	Location	Output	Resistance at 68°F (20°C)	Function	
Generation 1: ZF6HP19, ZF6HP26, ZF6HP32					
Yellow / Green**	EDS 1, 3, 6	0 psi (0 bar) at 0 mA	5.05 ohms	1 – A Clutch; 3 – C Brake; 6 – TCC	
Blue / Black / Gray**	EDS 2, 4, 5	67 psi (4.6 bar) at 0 mA	5.05 ohms	2 – B Clutch; 4 – D & E Clutch; 5 – EPC	
Black	MV1	Open/Closed	11.5 ohms	Selector Valve	
Black	MV2	Open/Closed	11.5 ohms	Park Lock Valve	
Green	MV3	Open/Closed	11.5 ohms	Park Lock Cylinder	
Generation 2: ZF6HP21, ZF6HP28, ZF6HP34					
Orange	EDS 1, 2	0 psi @ 0mA	5.05 ohms	1 – A Clutch; 2 – TCC	
Yellow	EDS 4, 5, 6	0 psi @ 0 mA	5.05 ohms	4 – E Clutch; 5 – C Clutch; 6 – D1 & D2 Brake	
Blue	EDS 3, 7	67 psi @ 0mA	5.05 ohms	3 – B Clutch; 7 – EPC	
Black	MV2	Open/Closed	11.5 ohms	Park Lock Valve	
Green	MV3	Open/Closed	11.5 ohms	Park Lock Cylinder	

** = Found on some Audi applications

Ford Solenoid O-Ring Sizes				Figure 17
Connector Color	Snout Color	Inboard O-Ring Size	Outboard O-Ring Size	
Ford 2007–2009: 6R60				
Brown	Long Black	10.5 x 2mm	13.5 x 2mm	
Black	Long Black	10.5 x 2mm	13 x 2mm	
Cream	White	OR-014	OR-016	
Ford 2010–Later: 6R60				
Tan	Brown	10.5 x 2mm	13.5 x 2mm	
Tan	Black	10.5 x 2mm	13 x 2mm	
Tan (2010–2011)	White	OR-014	OR-016	
Tan (2012–Later)	Gray	OR-014	OR-016	



TECH TIP: Solenoids in these units (especially the more active solenoids) commonly malfunction, leading to hydraulic control trouble, requiring solenoid replacement in many cases.

Ford Solenoid Function					Figure 18
Connector or Snout Color	Location	Output	Resistance at 68°F (20°C)	Function	
Ford 2007–2009: 6R60					
Brown	SSA, SSC, TCC, VFS1, VFS3, VFS6	0 psi (0 bar) at 0 mA	5.05 ohms	1 – A Clutch; 3 – C Brake; 6 – TCC	
Black	SSB, SSD, PCA, VFS2, VFS4, VFS5	67 psi (4.6 bar) at 0 mA	5.05 ohms	2 – B Clutch; 4 – D & E Clutch; 5 – EPC	
Cream	SSE/SS1	Open/Closed	11.5 ohms	Solenoid Multiplex/Drive Enable Valve	
Ford 2010 – Later: 6R60/6R80					
Brown	SSA, SSC, TCC, VFS1, CFS3, VFS6	0 psi @ 0 mA	5.05 ohms	1 – A Clutch; 3 – C Brake; 6 – TCC	
Black	SSB, SSD, PCA, VFS2, VFS4, VFS5	67 psi (4.6 bar) at 0 mA	5.05 ohms	2 – B Clutch; 4 – D & E Clutch; 5 – EPC	
Cream (2010–2011)	SSE/SS1	Open/Closed	11.5 ohms	Solenoid Multiplex/Drive Enable Valve	
Gray (2012–Later)	SSE/SS1	Open/Closed	18 ohms	Solenoid Multiplex/Drive Enable Valve	