

6F35 (Gen. 2) Variable Bleed Solenoids

PART # 52-0777, 52-0776, 52-0775, 52-0774, 52-0773, 52-0772, 52-0771, 52-0770, 52-0769, 52-0768



- Improved sensitivity & reduced hysteresis over the OE design
- Accurate pressure control to within tenths of a psi allows for seamless torque transfer between active clutches
- Improved Rostra design increases reliability & durability

Solenoid Type	Band No.	OE Part No.	Part No.
NH Black	5	CV6Z-7G383-F	52-0777
	4	CV6Z-7G383-E	52-0776
	3	CV6Z-7G383-D	52-0775
	2	CV6Z-7G383-C	52-0774
	1	CV6Z-7G383-B	52-0773
NL Brown	5	CV6Z-7G136-F	52-0772
	4	CV6Z-7G136-E	52-0771
	3	CV6Z-7G136-D	52-0770
	2	CV6Z-7G136-C	52-0769
	1	CV6Z-7G136-B	52-0768

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Starting in 2013, Ford came out with a second generation 6F35 valve body that uses NH and NL variable bleed solenoids (VBS) banded with numbers between 1 and 5 to indicate flow and pressure rate variances. These go into very popular vehicles, which number well over 4.5 million actively in use on North American roads currently.

Most builders are now familiar with the intent of this solenoid banding practice, which is to compensate for manufacturing tolerances by categorizing the solenoid into five different performance buckets (**Figure 1**). This lets the TCM be programmed accordingly and allows for faster adapts and smoother shifts.

Most builders are also familiar with how difficult and time consuming it can be to obtain replacement solenoids for those which have drifted in performance over time or failed. Many hours can be lost trying to locate these from a dealer or sorting through core for a NH or NL solenoid of the same band number that works well.

Advantages of Rostra Solenoids

Verified OE Performance

Rostra now offers replacement 6F35 Gen. 2 banded VBSs that meet the exacting performance criteria of the original design (**Figure 2**). The Rostra design has gone through hundreds of hours and thousands of miles of vehicle testing as well as extensive durability testing. Each solenoid is tested to meet four different pressure gates, as well as multiple pressure targets to ensure quick vehicle adaptation will occur.

Improved Reliability

Because the Rostra design has no permanent magnet like the OE, there will be less drift over time. Another advantage is that the internal seat has been made from stainless steel versus plastic, which provides greater long-term durability.

Figure 1 - NL Solenoid Bandwidth at 31 psi

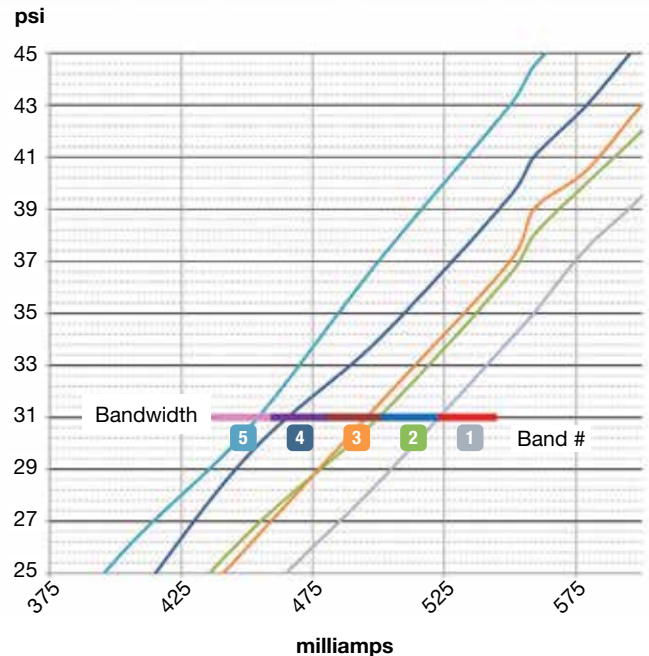


Figure 2 - NL Solenoid Performance Curve

