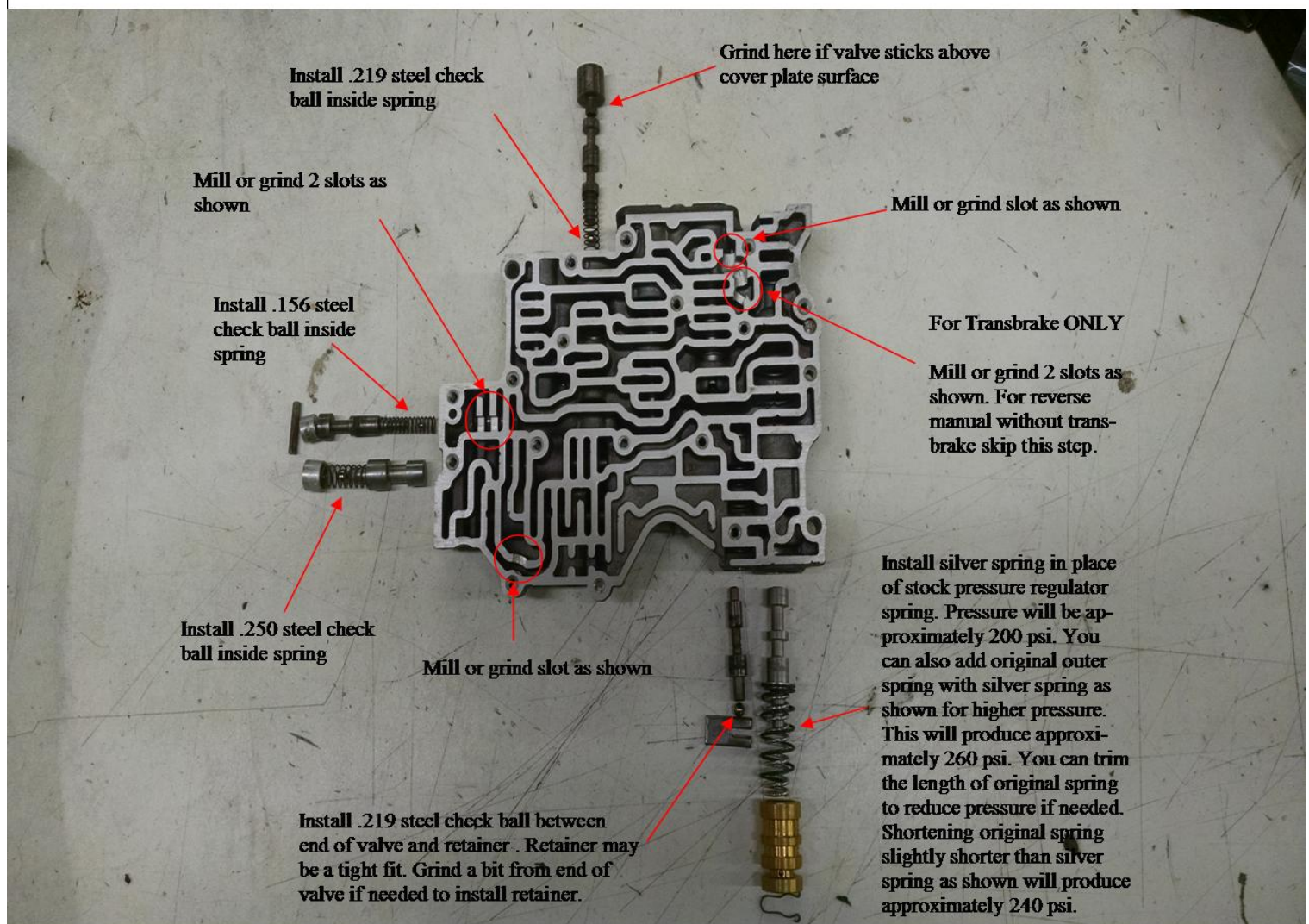


Insert supplied steel check balls in locations shown. Valves not shown will remain in their stock location and configuration. Mill or grind slots in casting as shown below approximately .200" deep. Size of slots is not critical as it is just to allow oil flow between channels. It is perfectly fine to use a small rotary tool if you do not have a milling machine.



If your valve body is an early model and has a slot on top of casting as shown in below photo, you will need to tap hole with an 1/8" NPT tap and install the supplied 1/8" NPT pipe plug. Reinstall valve, discard spring and tighten pipe plug into bore.

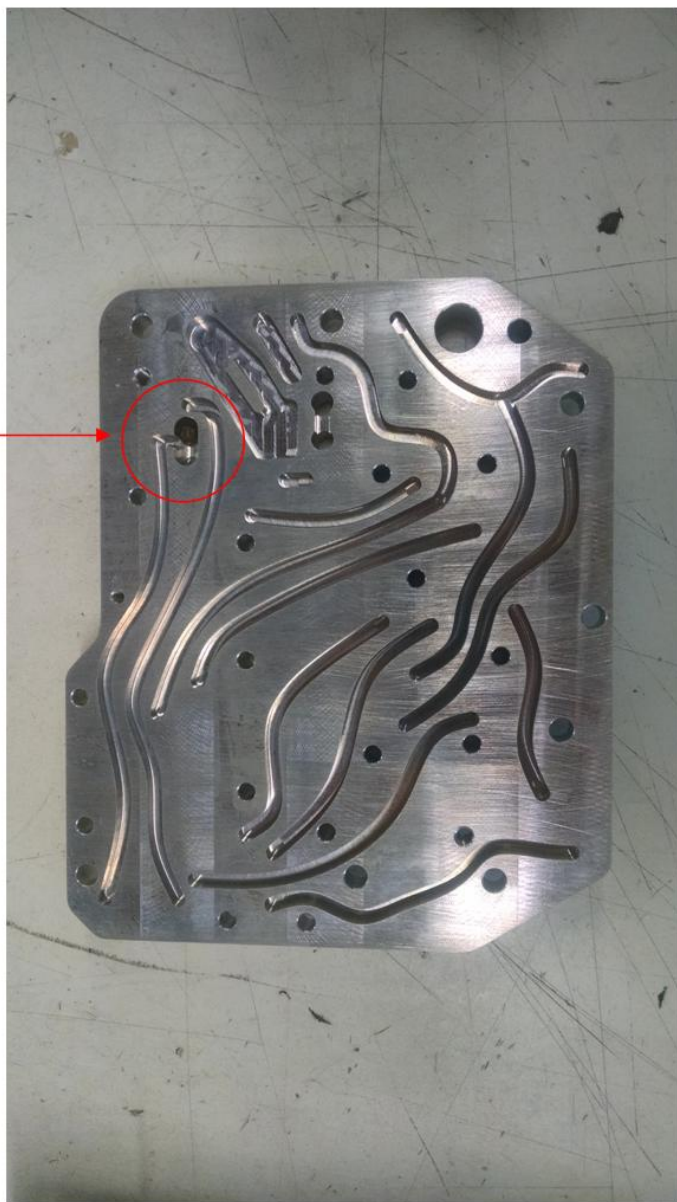


Supplied 1/8" NPT pipe plug installed in bore.

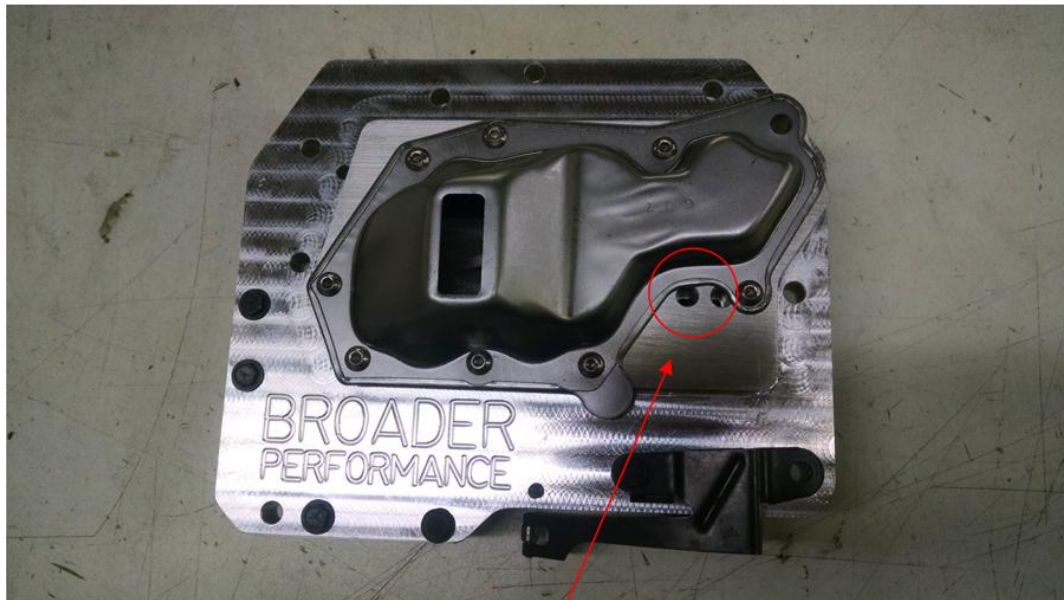
Drill 4 .090-.125” diameter holes through casting in locations shown below. Hole size is not critical as long as they are drilled in correct locations.



**Install .250" plastic
check ball in oval
slot as shown**

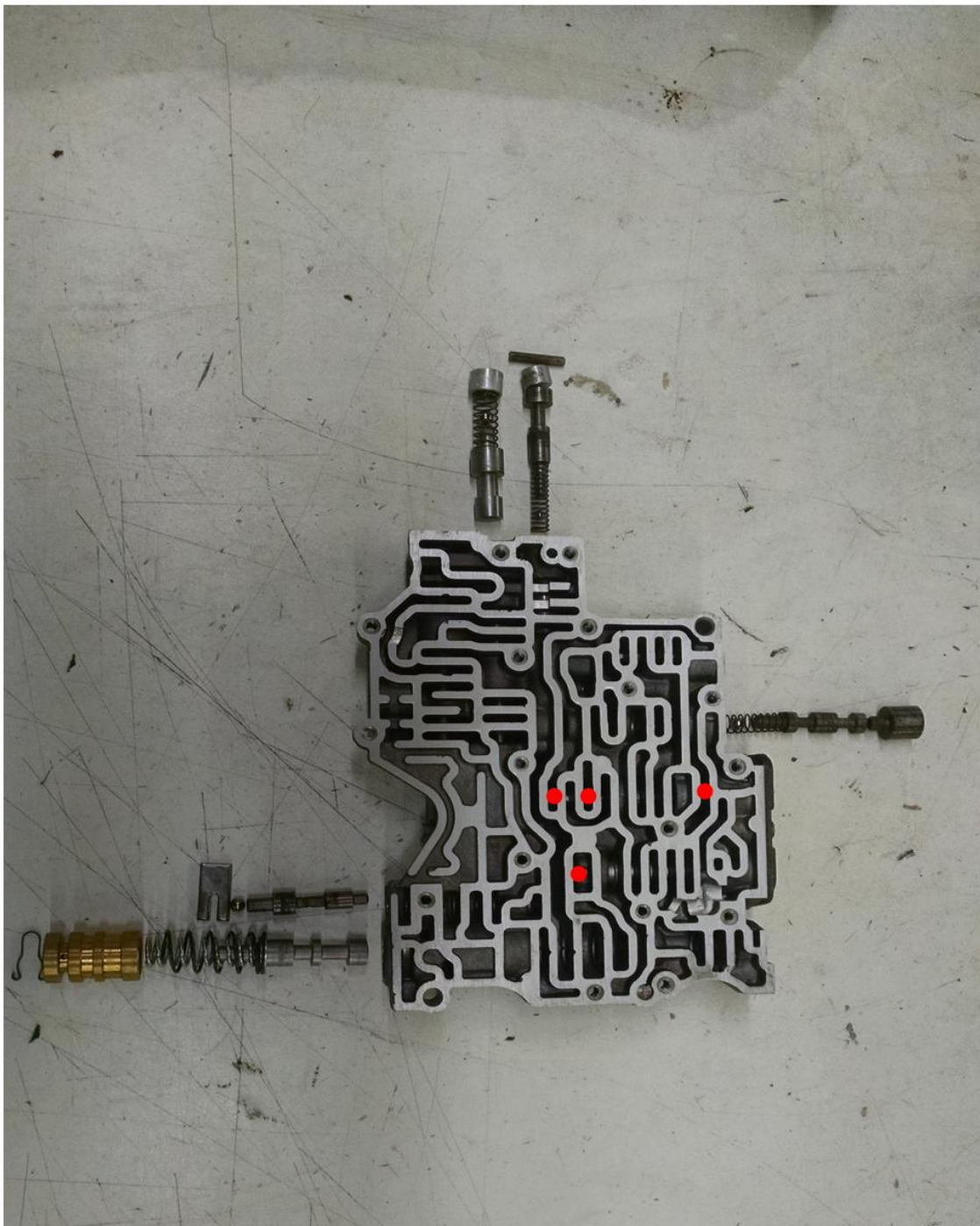


Assemble valve body halves using original hardware except for the 8 filter bolts. Use the supplied button head screws.



If you are using a different filter than the original style filter shown, be sure the 2 pressure regulator vent holes are not blocked off. This will cause extremely high line pressure that will cause damage to pump etc....

To help locate where to drill vent holes shown on previous page, turn valve body over and drill in the 4 locations shown by the red X. Holes will be drilled through the casting. You can use a drill press or electric hand drill. Again hole size is not critical, anything between .090-.125" diameter drill bits are fine.



IMPORTANT

Be sure to remove the modulator valve and pin. You can leave vacuum modulator in place or plug hole in case if you prefer so long as the valve and pin are no installed. Modulator is no longer functional and hooking up to engine vacuum is no longer required.

Governor and related components can be removed if desired. Oil is no longer directed to governor and no longer functions.

DO NOT modify your servo to only use 1 seal. Release side of servo MUST be larger than apply side to allow servo to release quickly on the 2-3 shift. Use of single sided servos will cause a bind up 2-3 shift. Acceptable servos are factory A,H,R or C code. This is identified by the large letter cast into the servo cover. Most aftermarket billet type servos are replicas of the C code.

After replacing valve body, be sure to align your shifter properly in ALL gear positions. A slight misalignment will cause transmission failure and may even pose a safety issue as well. OEM shifters are not recommended. When shifting through gears, be sure to move the handle quickly and do not slowly drag the shifter through the gears. This can cause bind ups.

Set forward clutch clearance to .020-.035

Set Direct clutch clearance to .040-.050 (or .010 per friction plate)

Snug front band (12 inch lbs) then back off 1-1 1/2 turns (course thread style only) fine thread use factory recommendation

Snug rear band (12 inch lbs) then back off 2-2 1/2 turns