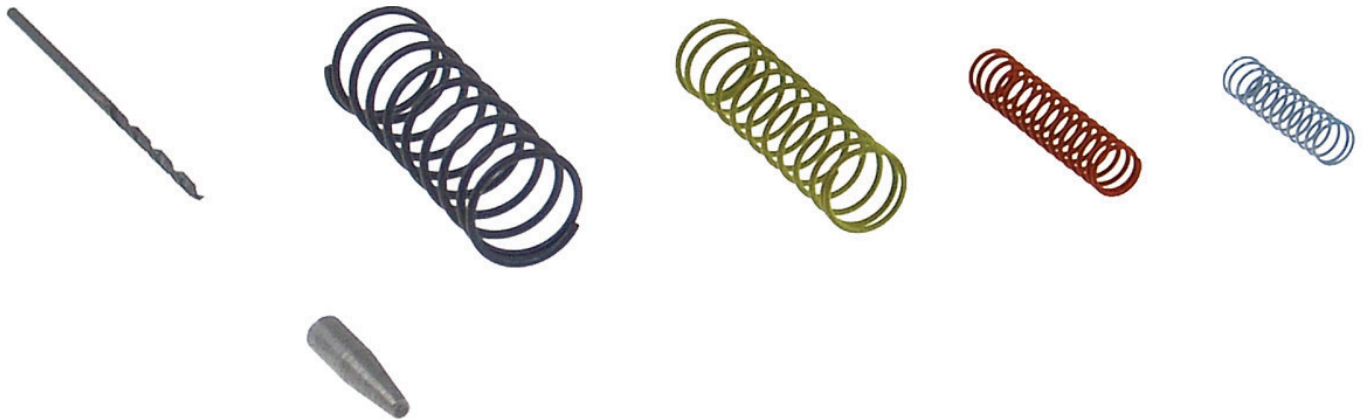


Valve Body Repair Kit

555-60933

1967-1970 | Ford C4 Transmission | 8-Cylinder



Introduction

We would like to take this opportunity to thank you for purchasing this JEGS 1967-1969 Ford C4 Valve Body Repair Kit. We welcome any comments or feedback you might have. If you have any questions about this product or about the installation procedure, please feel free to contact us at 1.800.345.4545.

This kit is designed to address the following:

- Soft 1st - 2nd shift
- Soft 2nd - 3rd shift
- Passing gear spin-up
- Clutch chatter
- High gear soft shift

NOTE

INSTALLATION DOES NOT REQUIRE REMOVAL OF THE TRANSMISSION.

Information

TRANSMISSION SHIFT PATTERN

P R N D 2 1

- **DRIVE**
 - Starts in 1st gear with full automatic function using all gears.
- **2nd Gear**
 - Starts in 2nd gear. Stays in 2nd gear.
- **1st Gear**
 - Starts in 1st gear. Stay ins in 1st gear.

VALVE BODY

The valve body is the heart and mind of the transmission. In order for the transmission to perform crisply and reliably, it must receive strong precise signals from the valve body. Poor valve body action is the primary cause of poor performance and friction failure. There are three main causes of improper valve body functioning.

They are: Calibration, Sticking or dragging valves, and Over-tightening.

- **CALIBRATION:** As the engine and transmission wear, conditions change requiring recalibration of the valve body to maintain or restore crisp performance and reliability. The installation of a shift kit furnishes the needed calibration.
- **STICKING OR DRAGGING VALVES:** This valve body has a very low tolerance to debris which can scratch the valve bores causing the valves to stick. Don't reuse an old torque converter. This is the primary source of metal particles that can eventually damage the valve body.
- **OVER-TIGHTENING:** Don't over tighten the small valve body screws. 24-28 in. lbs.

Installation (Valve Body)

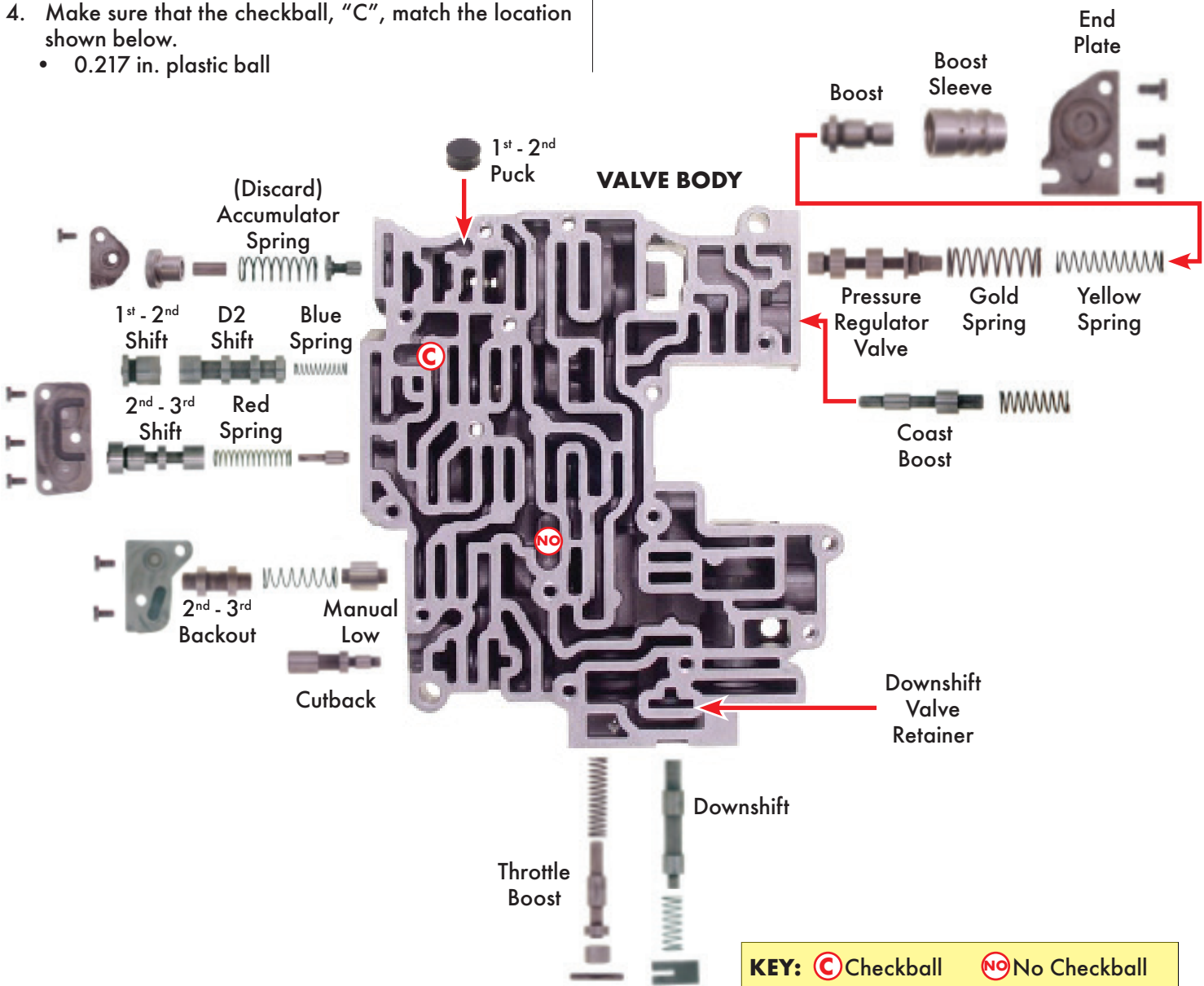
1. Discard original springs and install the supplied springs
 - Blue spring on D2 Shift
 - Red spring on 2nd - 3rd Shift valve.
2. Remove and discard the accumulator spring.
 - For slightly firmer 1st - 2nd shift discard 1st - 2nd puck.
3. Discard the original pressure regulator valve springs and replace with the supplied gold and yellow springs.
4. Make sure that the checkball, "C", match the location shown below.
 - 0.217 in. plastic ball

TECH TIP

Carefully grind a slight chamfer on the outer edges of the modulator valve, as shown below. This reduces the risk of valve stick.



Chamfer Outer Edges

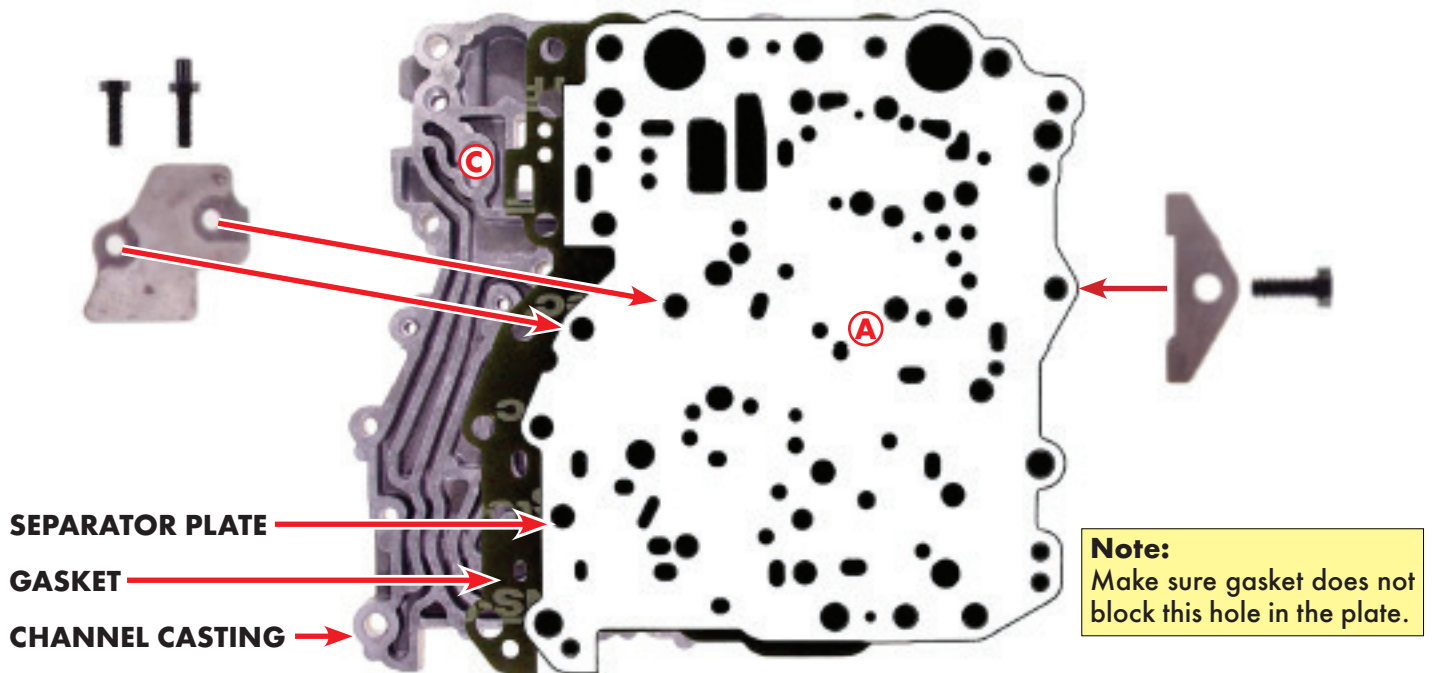
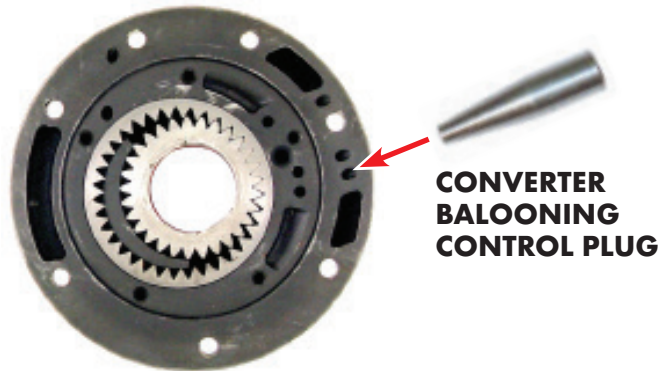


Installation (Channel Casting)

5. Install checkball "C" in channel casting.
6. Enlarge hole "A" in valve body separator plate with the supplied 0.67 in. (#51) drill bit.
7. Adjust bands
 - Front Band
 - Tighten 10-12 in. lbs. (Snug with short wrench) and back off exactly 1½ turns.
 - Rear Band
 - Tighten 10-12 in. lbs. (Snug with short wrench) and back off exactly 1½ - 2 turns.
8. VACUUM MODULATOR: Use only the white stripe adjustable type.
9. ADJUSTING MODULATOR: A transmission with early shifts feel better, gives better economy, and overall performance.
 - Turn the adjusting screw counter-clockwise to make your transmission shift earlier.

IF TRANSMISSION IS REMOVED FROM VEHICLE AND APART

1. If the drum surface is scored where the front band rides, replace it. If the drum has a smooth finish, sand it with 100-120 grit sandpaper in the same direction it rotates.
 - Do not sand front to back
2. When installing the converter ballooning control plug use enough assembly gel to hold it in place during assembly. Insert the pointed end into the hole first.



KEY: C Checkball A Drill Here