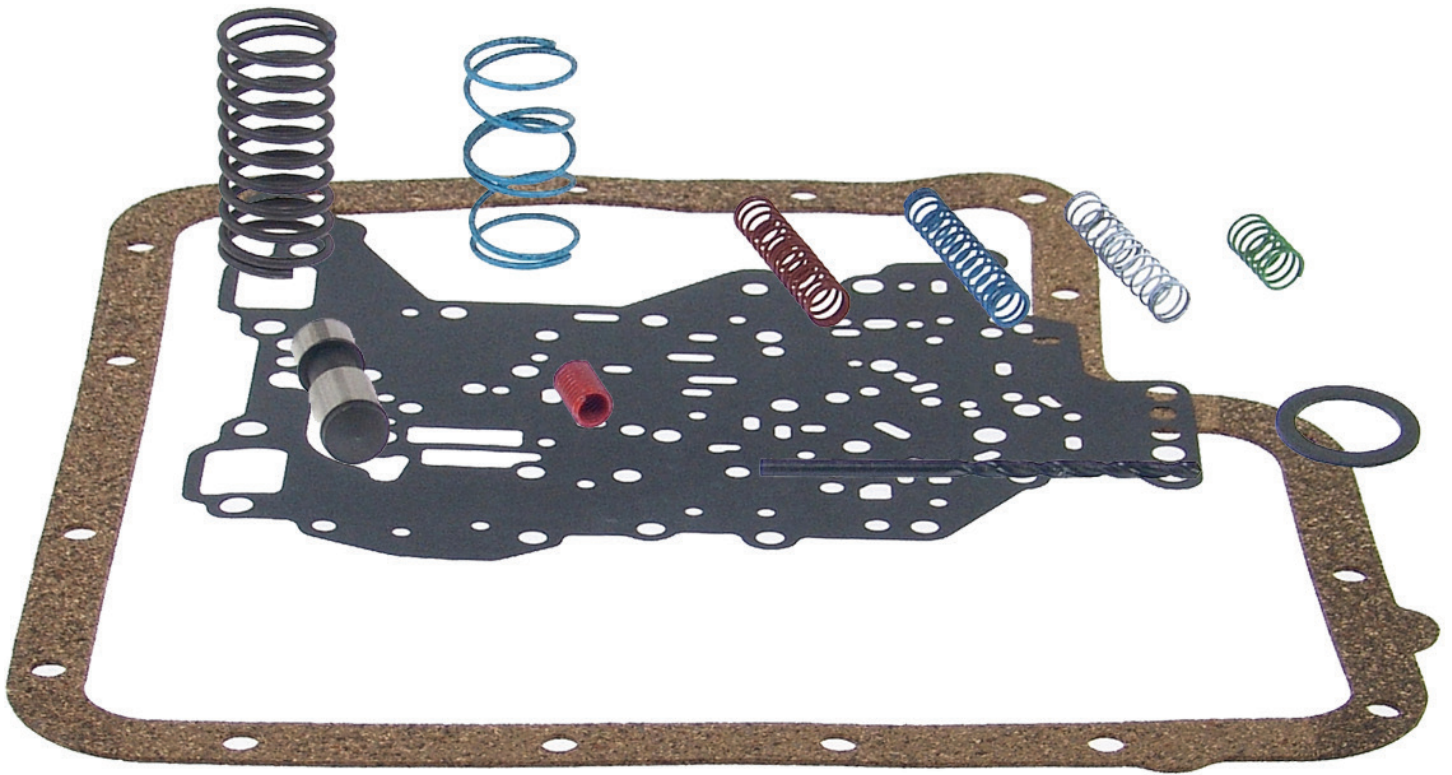


Reprogramming Kit

555-60947

1967 - Up | Ford C6 Automatic Transmission
For Gas Engines ONLY



Introduction

We would like to take this opportunity to thank you for purchasing this JEGS 1967-Up Ford C6 automatic transmission Reprogramming 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.

Features:

- Downshift to any gear, at any speed, when you move the selector
- Full-automatic operation in D position
- Quick and efficient shifts that provide increased durability and performance.








NOTE

INSTALLATION DOES NOT REQUIRE REMOVAL OF THE TRANSMISSION.

FOR GASOLINE ENGINES ONLY. NOT FOR USE ON DIESEL ENGINE VEHICLES.

Bolt Identification

Know your hardware to avoid any possible damage to the valve body. Match the bolt length letter code for the location and usage throughout this guide.

CODE	QTY.	BOLT	TORQUE SPECS IN. LBS.
A	1		40-50
B	1		40-50
C	9		40-50
D	8		40-50
E	1		25-35
F	2		25-35
G	11		25-35

NOTE

The **G** bolt can be used in the **F** location, but the **F** bolt cannot be used in the **G** location. Some valve bodies don't use the **F** bolts. 1971 and newer C6s use 9 **G** bolts because the pressure regulator has no end plate.

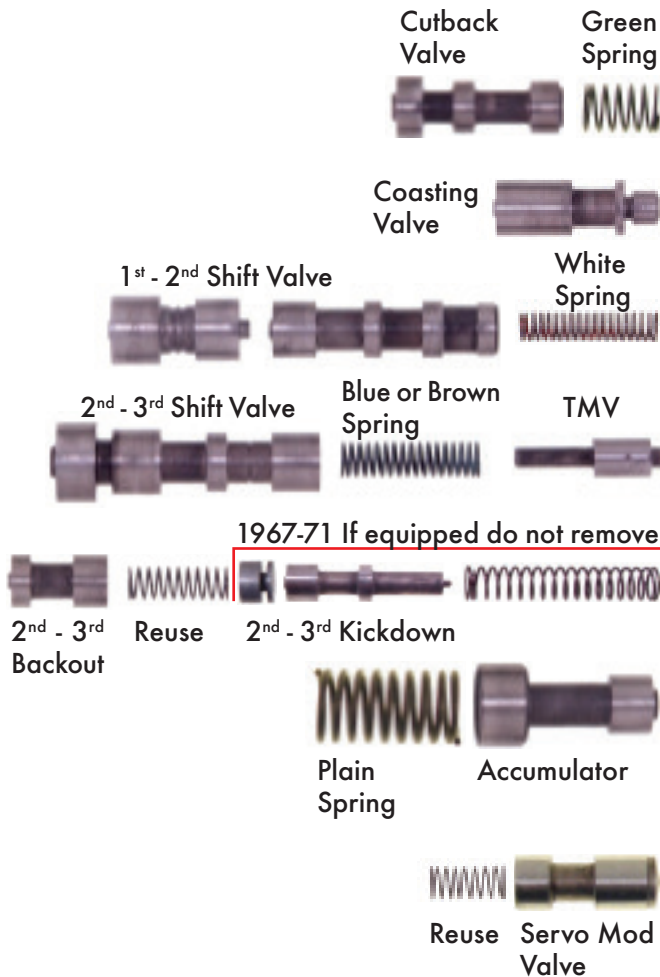
Installation

1. Install green spring on the cutback valve for the firmest shifts and maximum throttle upshifts.
 - Don't use a spring here for heavy-duty trucks and mild upgrades.
2. 1st - 2nd shift valve: Use the white spring.
3. 2nd - 3rd shift valve
 - 1976 - Earlier: Use the brown spring.
 - 1977 - Later: Use the blue spring.
4. Replace all springs on either side of the accumulator valve with the plain spring. You can install the spring on either side of the valve.
5. Replace the servo mod. valve.
6. Leave all side plate bolts loose until the valve body halves are bolted together.
7. Verify side plate bolt sizes with chart on Pg.1.

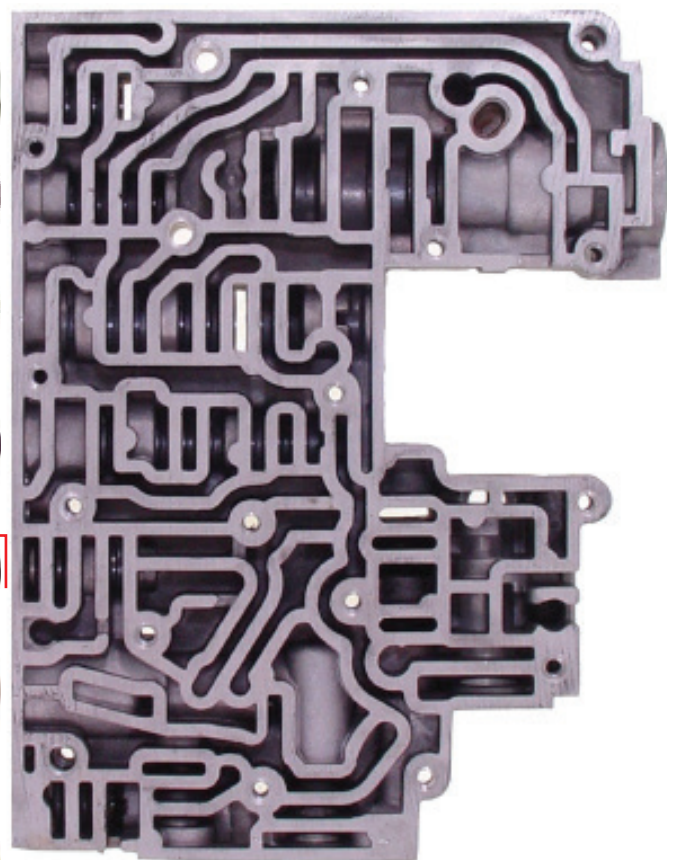
SIDE PLATE



Bolt ID
See Pg.1



VALVE BODY



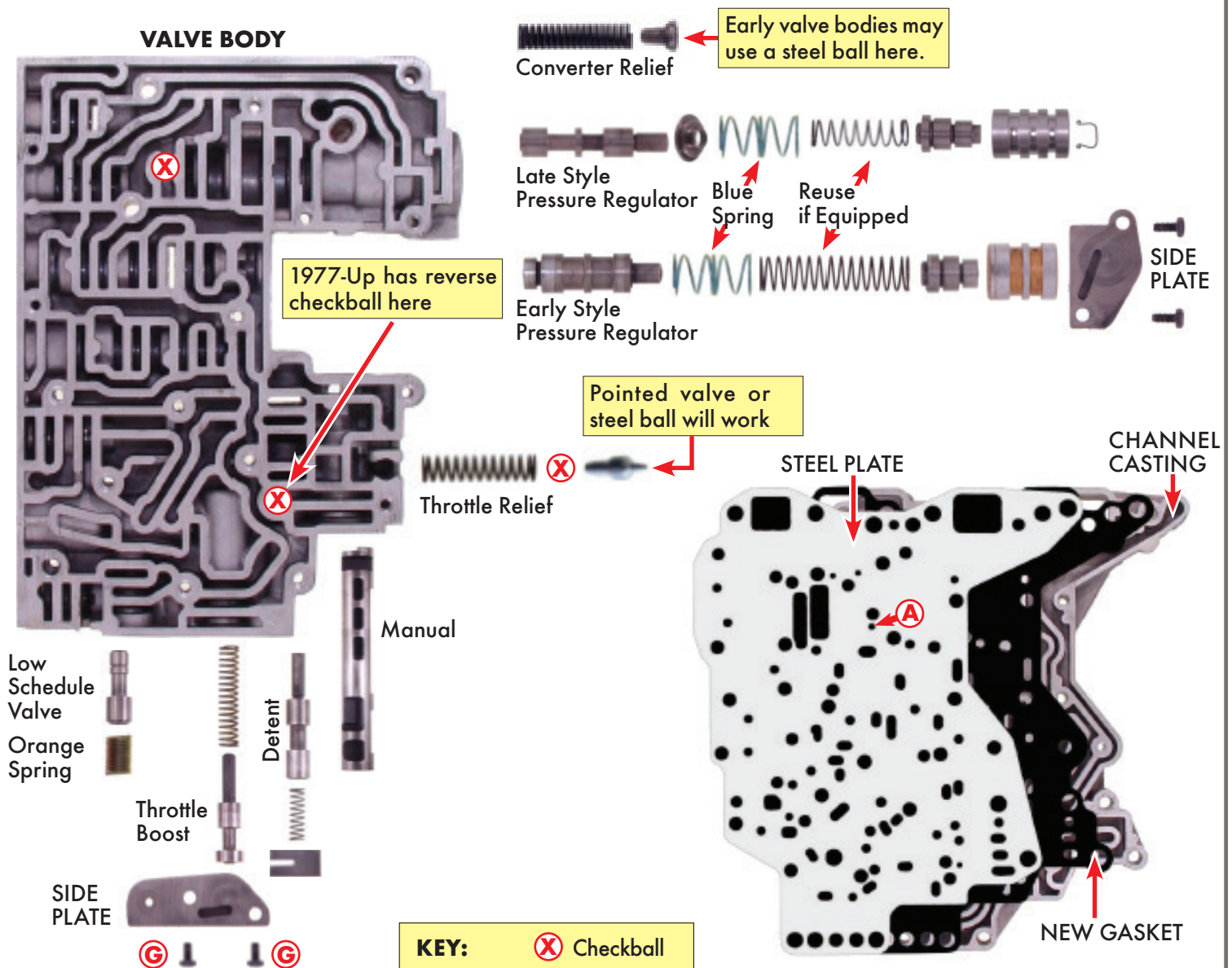
Installation

VALVE BODY

1. Install the new springs, original relief valves and checkballs "X" as shown below.
2. Install the blue spring for the early and late-style pressure regulator valves.
 - Make sure that the groove on the side plate faces the valve body during reassembly.
3. Use the orange spring for the low schedule valve.

STEEL PLATE

1. Enlarge hole "A" on the steel plate using the included 0.110 in. drill bit.
2. There are no checkballs located in the channel casting.
3. The new gasket goes between the steel plate and the channel casting.



Adjustments

KICKDOWN ADJUSTMENT

1. Adjust linkage or cable until there is no 3rd - 1st kickdown at 30 mph.
2. It may be necessary to bend the kickdown rod shorter on some models.
3. Then adjust the linkage or cable until you are just able to get a 3rd - 1st kickdown at 30 mph.

BAND ADJUSTMENT

1. Snug the band adjustment screw with a short wrench.
 - Notice that the output shaft or driveshaft will not turn backwards by hand with the screw tightened. (This must be done with the wheels off the ground, the transmission in neutral and the engine turned off).
2. Loosen the screw slowly until you can just turn the output shaft or driveshaft backwards by hand.
3. Loosen the band adjustment screw a 1/4 turn more and then tighten the locknut.

SHORTER 2ND - 3RD SHIFT

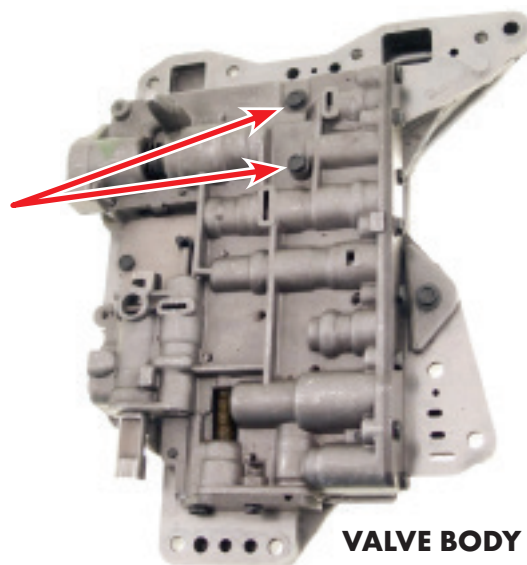
1. Install the smooth direct clutches made for the E4OD transmission.

VACUUM CHECK

1. With the engine idling, pull the vacuum hose off at the modulator. After doing this the engine must either speed up or idle roughly. If the engine idles continues unchanged then check the following.
 - The hose is connected to the wrong outlet
 - A fitting, hose or line is plugged with debris
 - A hose or line is pinched.
2. Lift the vehicle so you can easily reach both the ignition key and the modulator. Start the engine in Park and turn the ignition key off. When the engine is completely stopped and the room is quiet, count to five and then pull the vacuum hose off the modulator to listen for the sound of trapped vacuum escaping. If there was trapped vacuum:
 - The main vacuum hose is sucked shut blocked by carbon buildup.
 - The brake reservoir check valve is no good.
 - The vacuum reserve canister connected to same fire-wall tree.
3. To fix, connect the line directly to the manifold. Drill and clean the carbon deposits out of the hoses and fittings.

Disassembly Tip

Remove these two bolts first. Then flip the valve body over and remove the rest of the bolts.



VALVE BODY

Bolt Location & Assembly Procedure

1. Assemble the channel casting, gasket and plates. (Fig.01)
2. Assemble the channel casting to the valve body. (Fig.02)
 - Make sure the throttle relief valve and spring are seated properly.
 - Temporarily use 2 "C" bolts to guide the valve body halves together. Remove these guide bolts after step 3.
3. Install the 4 bolts shown and tighten three. (Fig. 03)
 - Remove bolt "A" after tightening the other bolts. This is an alignment bolt.
 - Remove the "C" guide bolts from step 2.
4. Flip the valve body over and tighten the 2 bolts marked. (Fig. 04)
5. Using a torque wrench, with an in. lbs. setting torque the installed bolts to the specifications listed on page 1.

Figure 01

Finger tighten bolts only.

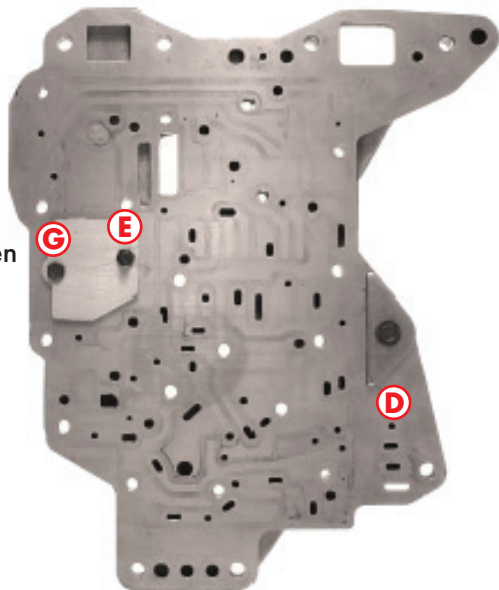
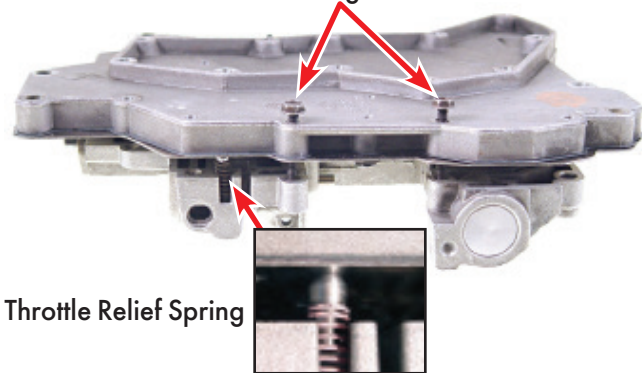


Figure 02

Temporarily use 2 "C" bolts as guides.



Throttle Relief Spring

Figure 03

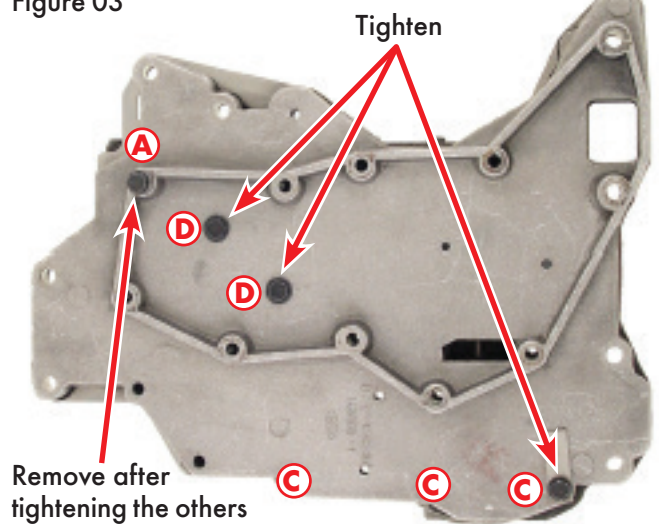
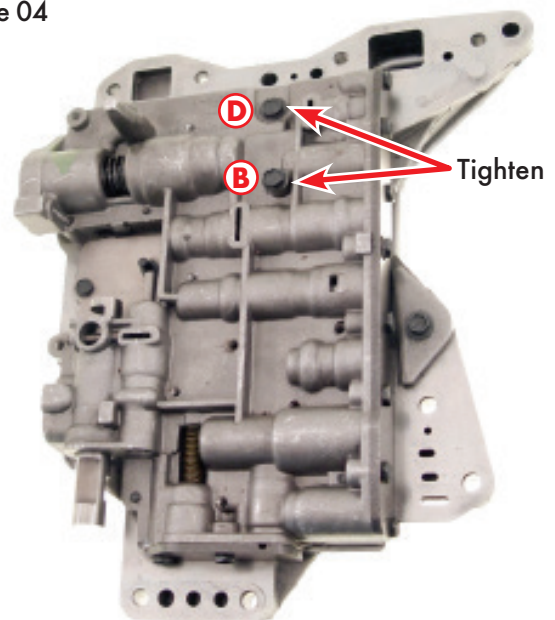


Figure 04



Bolt Location & Assembly Procedure

6. Flip the valve body over then install and tighten the 4 "D" bolts. (Fig. 05)
7. Install the filter on the valve body with the "C" and "A" bolts. (Fig. 06)
 - Insert a tapered punch through the filter's 2 unused mounting holes to keep it aligned to the valve body while tightening.
 - Make sure the pan does not press against the filter opening. A pan bottom bent upward can restrict fluid flow through the filter and damage the transmission.
 - Use a mallet to flatten the pan bottom, if needed.
8. Tighten all end plate and reinforcing plate bolts. (Fig.07)
 - 1967-1970 type pressure relief valve has 2 "G" bolts that need to be installed.

