

Installation Instructions for 603105

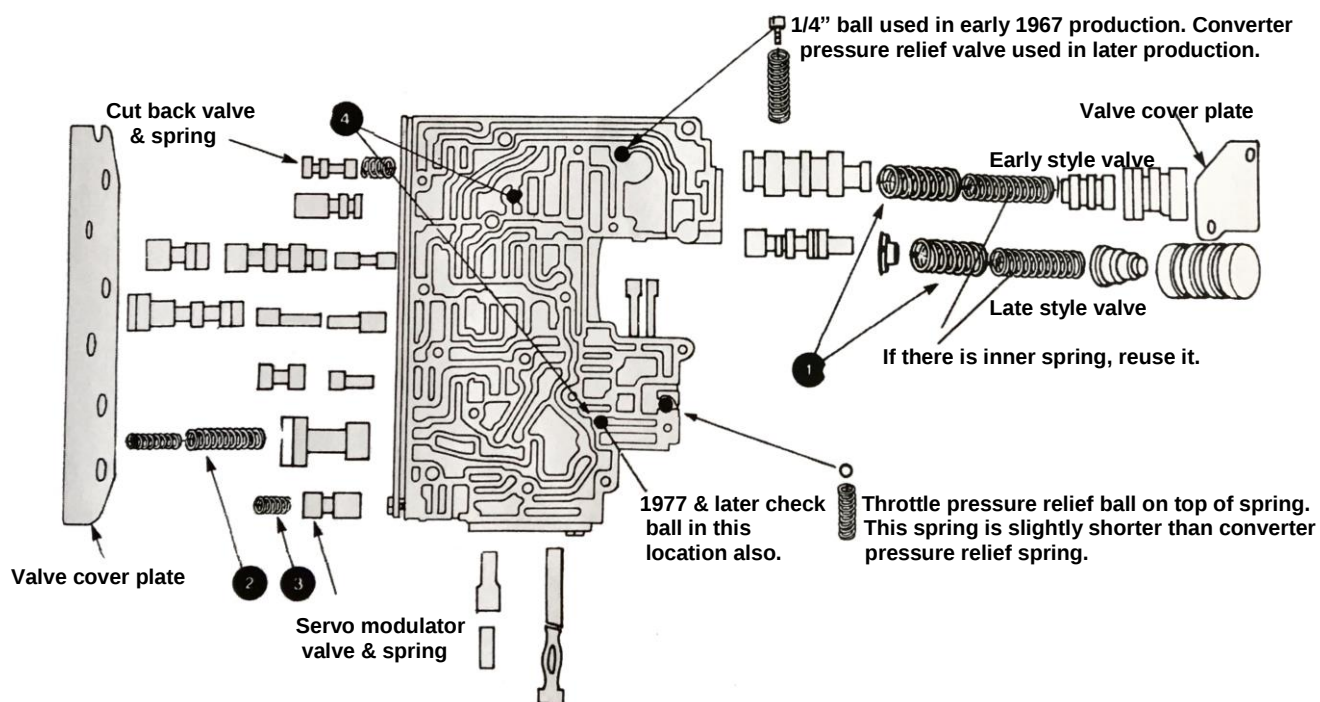
Valve Body Kit

1967-1990 Ford C6

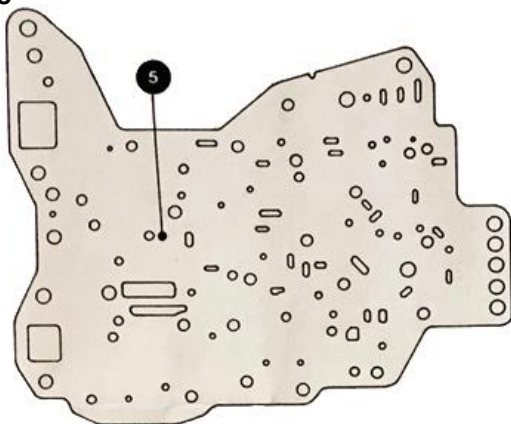
Normal Duty

1. Replace the outer pressure regulator spring with the dark blue spring supplied. If it has inner spring, reuse it.
2. Replace the springs on the accumulator valve using the white spring supplied inside the pink spring supplied.
3. Optional: for firmer shifts, replace the original servo modulator spring with the yellow spring supplied.
4. Reuse original check ball(s) as shown. **Note:** 1976 and earlier use one check ball. 1977 and later use two check balls.
5. Drill the valve body plate with the 7/64" drill bit provided. Note: Some valve body plates may already have a larger hole. If it does, leave it alone.
6. Replace the servo spring with the red spring supplied.
7. Replace the servo cover gasket with the new gasket supplied.

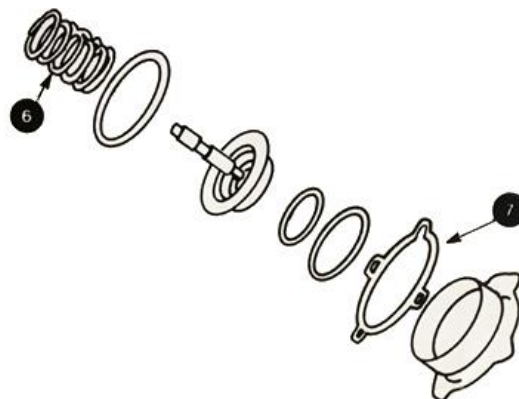
Steps 1-4



Step 5



Steps 6 & 7



Recommendations

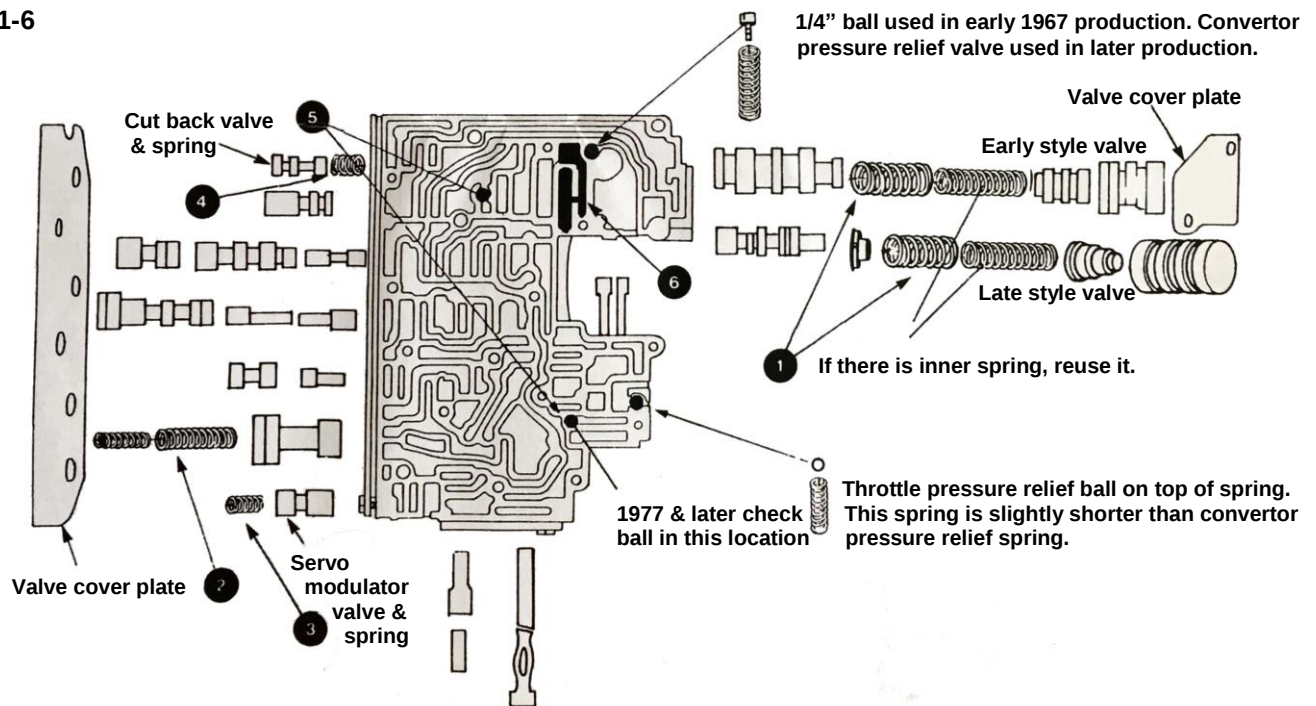
Also see Important Information.

- For the forward clutch drum inner seal, use GM part #8658111. This O-ring will stand higher temperatures than the original O-ring.
- Sand the area of the drum where the band rides with 180-220 grit sand paper. Sand around the drum (not front to back).
- Soak all friction materials in A.T.F. at least 15 minutes prior to installation.
- Use a torque wrench on valve body bolts and torque to factory specifications.
- Use only top quality bands and seals.
- We recommend nylon rings on pump, forward drum and governor.

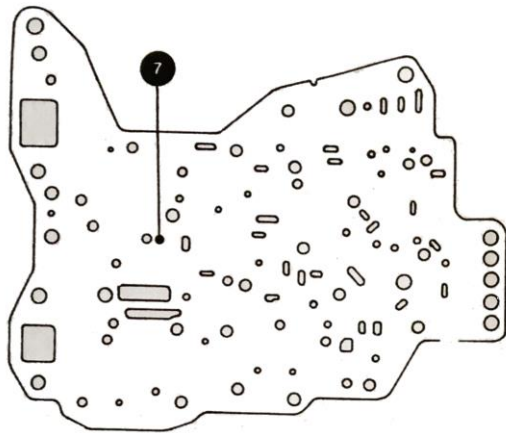
Heavy Duty, Towing & Diesel

1. Replace the outer pressure regulator spring with the orange spring supplied. If it has inner spring, reuse it.
2. Replace the springs on the accumulator valve using the white spring supplied inside the pink spring supplied.
3. Replace the servo accumulator valve spring with the yellow spring supplied.
4. Install the black spring the provided into the valve body first and then install the cut back valve. the **Note:** This spring is not in a stock valve body. Install only in HD and towing applications. This spring gives you very firm shifts. If the black spring holds out the valve cover plate when tightening, grind or clip 2 coils off the spring. (Black spring is used to prevent movement of the cut back valve.)
5. Reuse original check ball(s) as shown. **Note:** 1976 and earlier, use one check ball. 1977 and later use two check balls.
6. Optional step. Drill a in 1/16" hole connecting two darkened passages in the diagram. This will the prevent loss of converter lube during heavy throttle. ***Important:** Do not drill passage any larger than 1/16".
7. Drill the valve body plate with the 1/8" drill bit provided.
8. Replace the servo spring with the red spring supplied.
9. Replace the servo cover gasket with the gasket supplied.

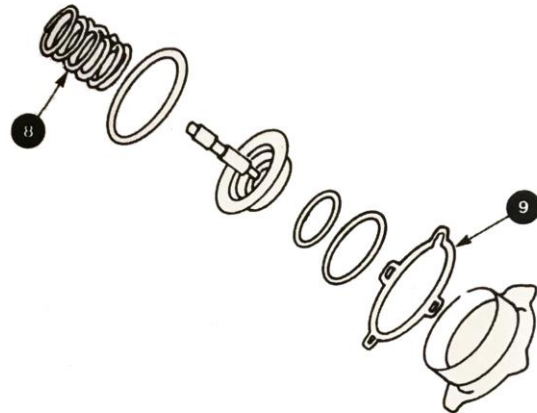
Steps 1-6



Step 7



Steps 8 & 9



Important Information

- Do not tighten the valve cover plates until you have torqued both halves of the valve body.
- Make sure the valve body gaskets you use match the separator plate. Be sure that no holes are covered up.
- 1977 and up valve bodies have the reverse release ball in the valve body. This valve body will work on all C-6's with the manual floating valve. Early C-6's have a check ball located in the low and reverse piston in the case while the 1977 and up do not have this check ball in the piston. Always use the correct valve body.
- Early model pressure regulator systems are held in by a valve cover plate. The slot in this plate must line up with the hole in the valve body. Late model pressure regulator systems are held in by a wire clip.

- Modulator adjustment: For later shifts, turn the adjusting screw in. For earlier shifts, turn the adjusting screw out. For later shifts on dual line modulators: Remove and plug the front vacuum line. Leave the front fitting on the modulator open.
- Band adjustment: tighten band adjuster to 10 foot pounds, then back off one full turn
- Kick down adjustment: back off on the linkage until there is no kickdown above 45-50 mph. It may be necessary to bend the linkage to do this. Readjust linkage so passing gear is only at full throttle.
- It is common for the modulator valve to hang up in the transmission case, causing low pressure. Most modulator valves measure 7/16" in diameter. If so, use a 7/16" bottom reamer to remove all burrs in the case.
- To obtain a softer reverse engagement, remove every other release spring on the low and reverse piston in the case. **Note:** this can be done on both normal and HD towing applications.



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