

Reprogramming Kit

555-60952

Chrysler 3-Speed TorqueFlite (All Aluminum Cases)



Introduction

We would like to take this opportunity to thank you for purchasing this JEGS Chrysler 3-Speed TorqueFlite 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:

- Instant shifts
- Improved lubrication flow
- Reduced drain-back

This kit is designed to address the following:

- 2nd-3rd bind-up
- Converter shudder
- Vent leaks

NOTE

**INSTALLATION DOES NOT REQUIRE
REMOVAL OF THE TRANSMISSION.**

DRILL BITS INCLUDED IN KIT

- 0.860 in.
- 0.110 in.
- 0.187 [³/₁₆] in.

Installation (Plate)

1. Drilling the separator plate. Reference letter on diagram to drill size listed below.

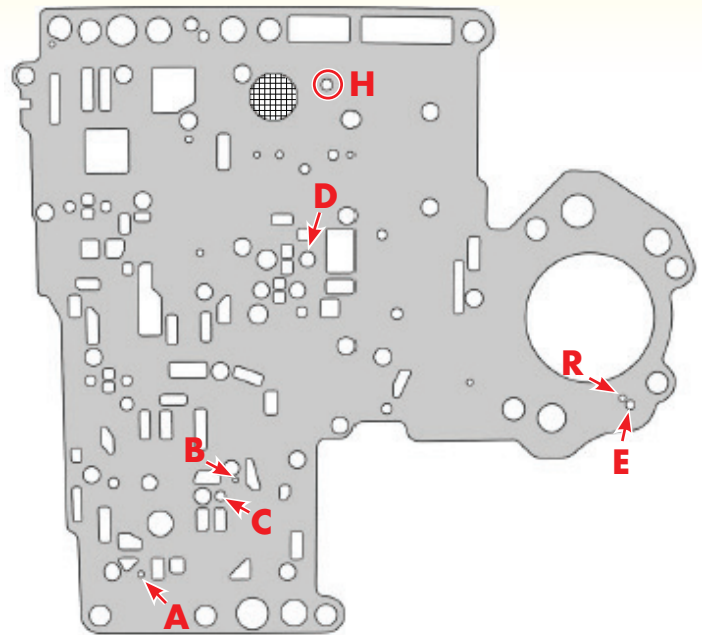
SEPARATOR PLATE HOLE SIZES

Cars / Towing / Trucks / Motor Homes

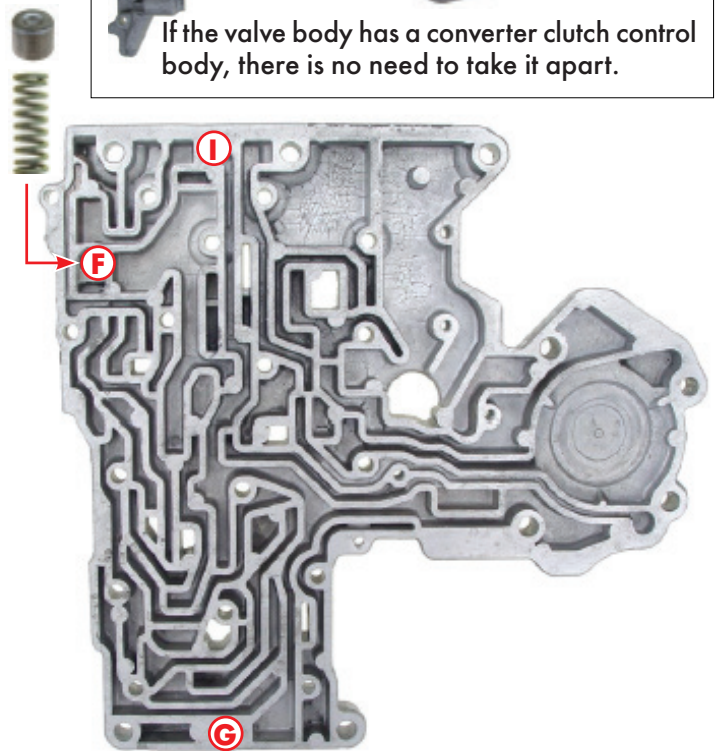
- A. 0.110 - 0.140 in.
 - If triangular shaped don't drill
- B. 0.086 - 0.125 in.
 - 1-2 Shift, Larger size for firmer shift
- C. 0.086 - 0.125 in.
 - 2-3 Shift, Larger size for firmer shift
- D. 0.110 - 0.140 in.
 - May already be larger, which is fine

Hot Rod / Off Road / Street&Strip / Full Race

- A. 0.187 [$\frac{3}{16}$ in.]
 - If triangular shaped don't drill
- B. Don't drill, leave ball out
 - 1-2 Shift
- C. 0.140 - 0.187 in.
 - 2-3 Shift, Larger size for firmer shift
- D. 0.187 [$\frac{3}{16}$ in.]
 - May already be larger, which is fine



2. Off road, full race, and hot rod with high-stall converters only. If the plate has a hole at "E", drill with a $\frac{3}{16}$ in. bit. If the hole is larger, that is fine. Of the plate has two holes here, don't drill and remove the "R" ball in the channel casting.
 - If the plate has hole "R" install the checkball at hole "G".
 - Plow trucks: drill hole "R" to 0.093 in. and install check ball.
 - If there is no hole "R" do not use a checkball.
3. If the channel casting "F" has a bypass valve, install the Green spring.
4. Reinstall the poppet valve and spring on 1960-1965 models "G".
5. If the plate has hole "H", the valve body must have either a $\frac{3}{8}$ in. steel ball and spring, or a poppet valve and spring.
6. If the channel casting has a checkball "I", reinstall it.
 - Remove only for off road, full race, or hot rod with high-stall converter applications.



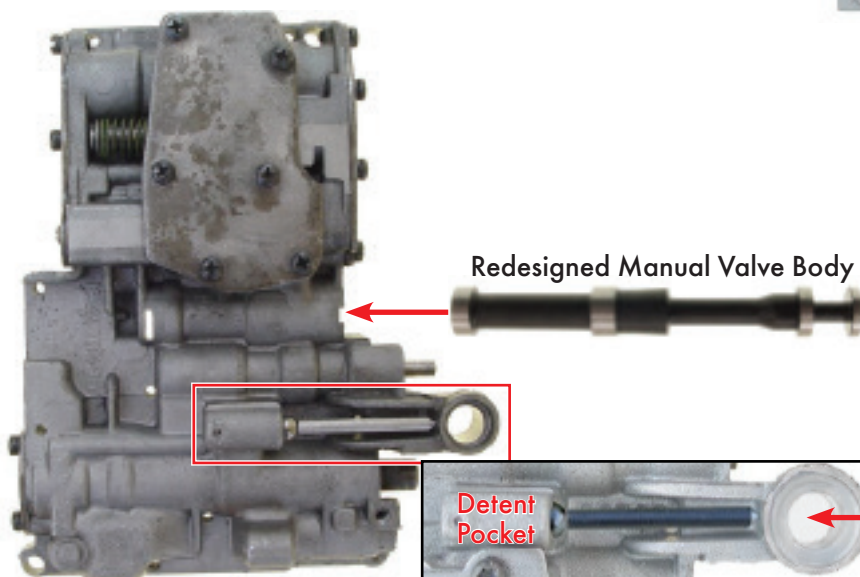
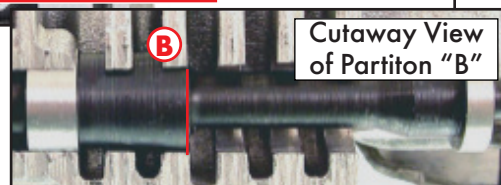
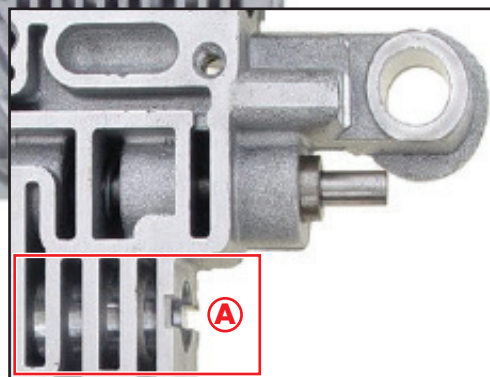
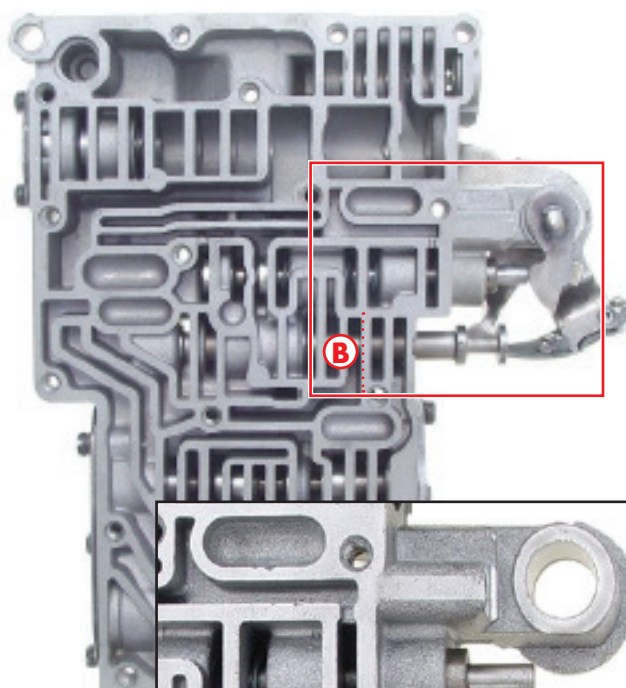
Installation (Valve Body)

NO APPLICABLE TO 1960-1965 MODELS WITH REAR PUMP

1. Remove E-clip & washer. Remove rooster comb, secure ball & spring. Discard original manual valve.
2. Turn the valve body over. Using the edge of a large file, make a notch about halfway through the thickness of "A".
 - File the notch across the bore top to bottom.
3. Insert the spring and ball into the valve body pocket using the shift ball detent install peg to hold the ball in place. Insert the new manual valve and reassemble the rooster comb. Remove peg.
4. Manual valve position. With the valve in the Park position (all of the way inboard) the right edge of the tapered land needs to be flush with the right edge of the partition "B".
 - 0.030 in. from flush either way is acceptable.
 - Bend arm tip with pliers to adjust.

FLUID LEVEL CHECKING

While the new manual valve provides oil to the converter in park, DO check fluid level in neutral for accuracy as the converter is charged more in neutral.



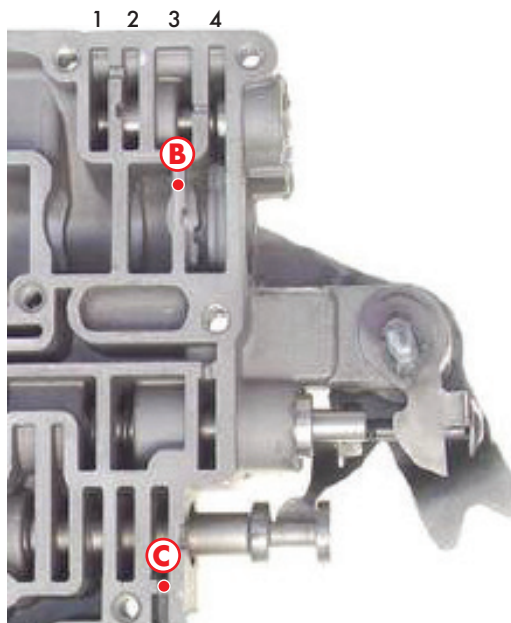
Installation (Valve Body)

1977-ON V8 TRANSMISSION WITH LOCK-UP
HAS SIX OR SEVEN PASSAGES

1960-1976 TRANSMISSION
HAS FOUR PASSAGES

1. **77-Up with Lockup Only** Drill two 0.086 to 0.096 ($\frac{3}{32}$) in. holes down through the bottom of the most outboard passage "A".
2. If your valve body has a hole drilled through it partition "B", plug it.
3. If the valve body has a barrier in partition "C" drill through it with a 0.125 ($\frac{1}{8}$) in. drill.
4. Install the Drill Plate "D" on the valve body in the correct orientation. "This Side Up" text must face away from the valve body. Use two short end plate screws "E" to hold the plate in position.
5. Use the bit spacer "F" furnished to limit the $\frac{3}{16}$ in. drill bit's cutting depth to $\frac{7}{16}$ in.
6. With the spacer mounted on the drill bit drill straight down through the drill plate hole "G".

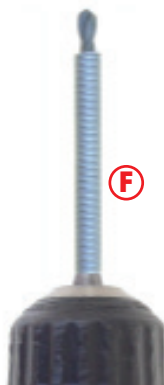
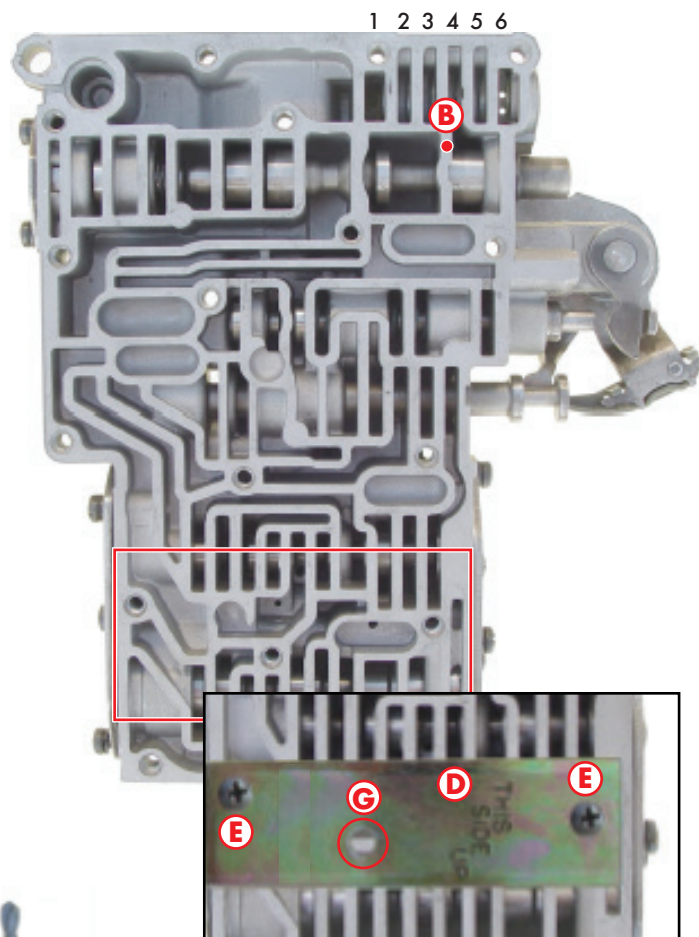
FOUR PASSAGE VALVE BODY



SEVEN PASSAGE VALVE BODY



SIX PASSAGE VALVE BODY

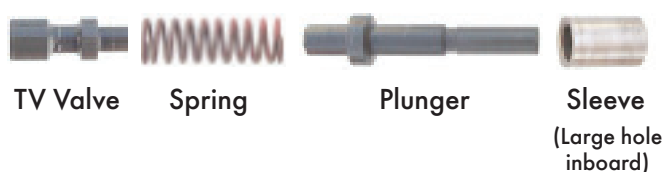
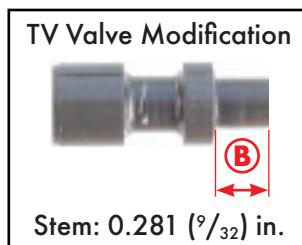
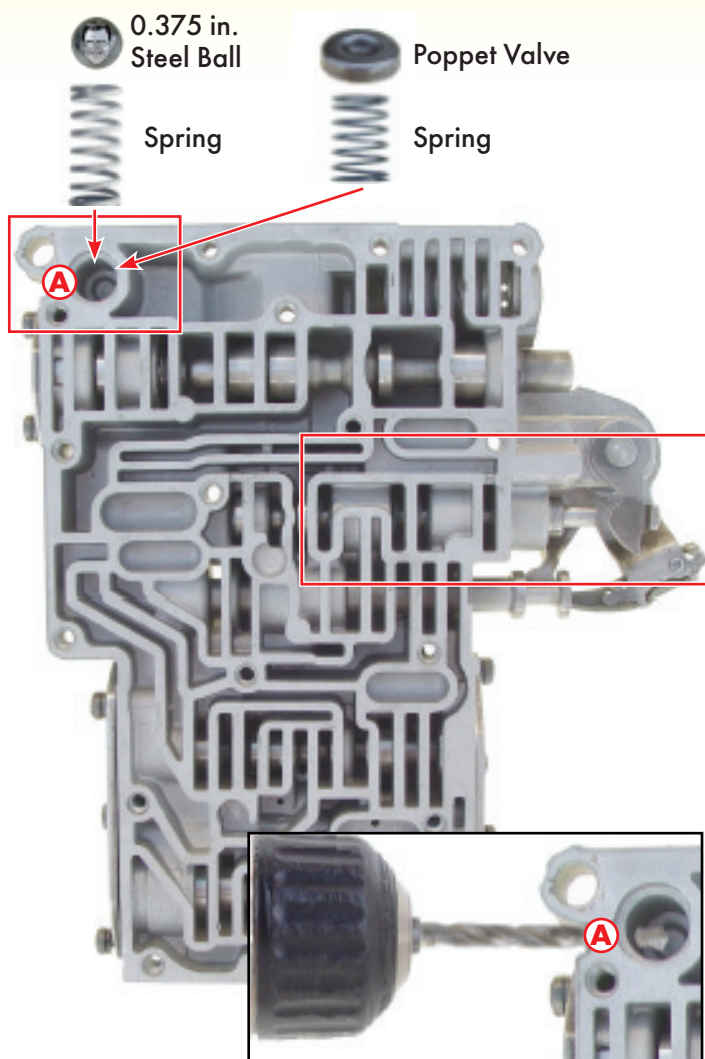


Installation (Valve Body)

1. If the valve body has a line bypass ball and spring, drill a $\frac{3}{16}$ in. hole into the spring pocket through the valve body casting "A". De-burr the hole inside. Install the white spring and 0.375 ($\frac{3}{8}$) in. ball.
2. Grind the stem end of the TV (throttle valve) valve using the included picture "B" as a guide. Leave a stem length of 0.281 ($\frac{9}{32}$) in.
3. Install the yellow or pink TV spring that is the same diameter as the original spring.

BYPASS LOCATION

- If there is no hole "H" in the plate, then nothing goes there. (See Page 2 for reference)
- 1960-1965 - No drilling
 - Has poppet valve and spring. Reinstall.
- 1966-1968 - No drilling
 - Nothing goes here
- 1968-1976 - Drilling required (see above steps)
 - Has line bypass ball & spring
- 1977-Up - No drilling
 - Nothing goes here



Installation (Valve Body)

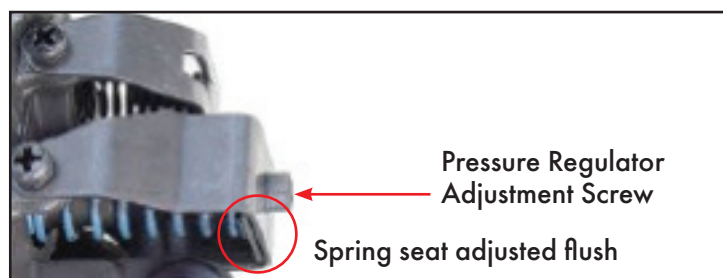
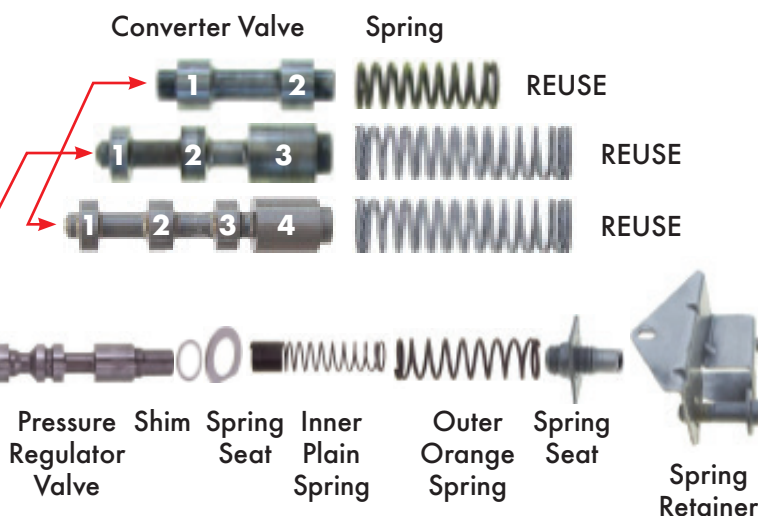
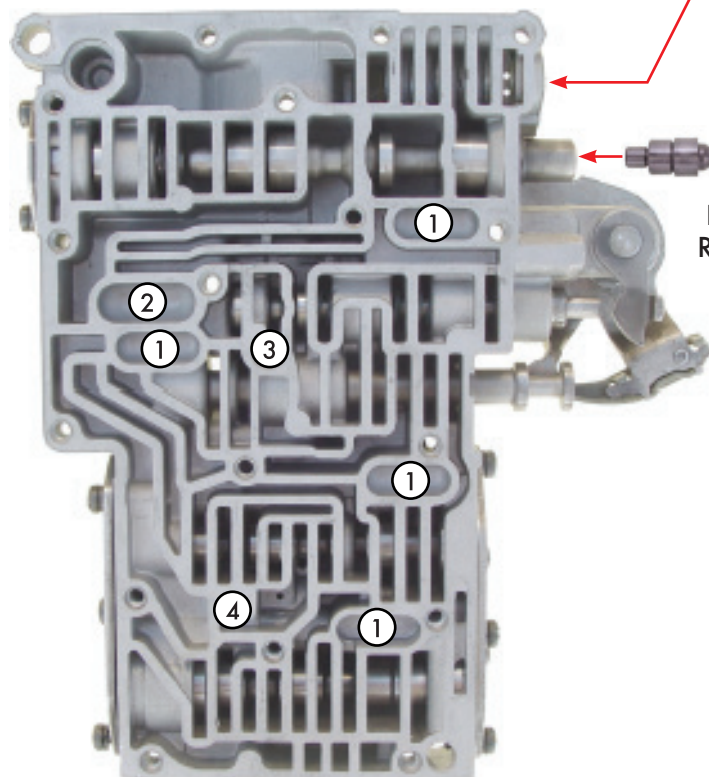
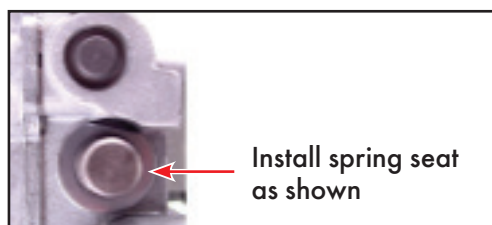
1. Reinstall converter valve with original spring
2. Install new shim and spring seat on pressure regulator valve before installing the new inner and outer pressure regulator springs.
 - When installing the spring seat make sure the seat's flat has some clearance from the casting. File casting in necessary to give it a little room to rotate slightly. Do not allow the spring seat to bind between the pressure regulator valve and casting.
3. Pressure regulator adjustment is done with a $\frac{3}{16}$ in. allen wrench. Turn the adjustment screw clockwise until

the spring seat is flush against the inside edge of the spring retainer.

- Heavy-duty car and truck use along with street/strip applications - Leave spring seat flush
- Competition and race applications - Turn screw counter-clockwise no more than four turns from flush.

4. Checkball usage guide.

- ① 0.250 ($\frac{1}{4}$) in.
- ② 0.343 ($\frac{11}{32}$) in.
- ③ 0.250 ($\frac{1}{4}$) in. 1977-UP MODELS
- ④ For the firmest hot rod 1-2 shift, do not install a ball here.



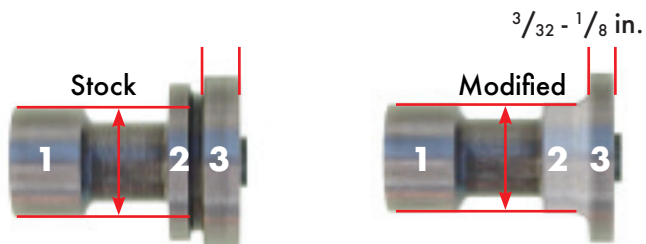
Installation (Shift Command) Optional

This feature allows the driver to manually select low gear at any speed. Skip this step for all 1960-1965 models, work trucks, diesels, and motor home applications.

This is an optional step, and does not need to be installed for the reprogramming kit to work.

1. Using a grinder reshape the 1-2 governor valve as shown in the figure to the right.
 - The valve will get hot when grinding. Submerge in water periodically to make it easier to handle.
 - If you are installing the shift command plate, you must grind the governor valve first.
2. Install the shift command plate with the four long button head screws provided.

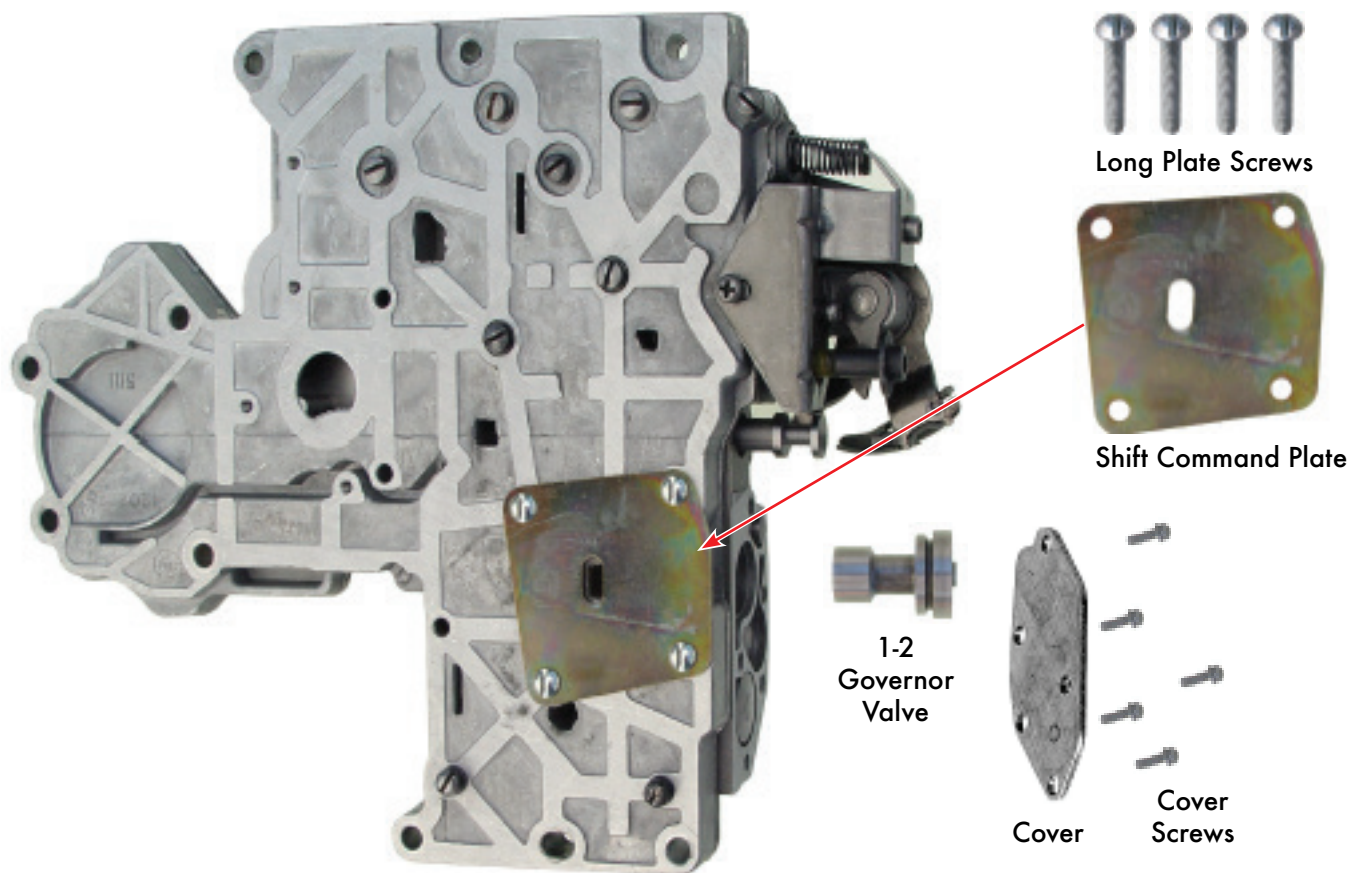
1-2 Governor Valve Modification



- Reshape land "2" to match the diameter of land "1".
- Reshape the width of land "3" to $\frac{3}{32} - \frac{1}{8}$ in. wide.

NOTE

If your 1-2 governor valve looks like skip this page.



Installation (Low/Reverse Piston)

904 TRANSMISSION

1. Do not disassemble the piston assembly. Install the short plain spring. If the spring will not fit the retainer or piston reuse the original spring.

727 TYPE 1 TRANSMISSION

1. Remove the cushion spring. Reassemble piston. Install short plain spring. If the spring will not fit the retainer or piston reuse the original spring.
2. With a $\frac{5}{16}$ in. punch or bolt, install the orifice plug into the hole in the case.

727 TYPE 2 TRANSMISSION

1. Install the spacer and reassemble the piston. Install long plain spring.
2. With a $\frac{5}{16}$ in. punch or bolt, install the orifice plug into the hole in the case.

NOTE

Modification to the low/reverse piston and spring assembly is specific by transmission model. Make sure to follow the correct steps for your application.

904 ALL TYPES



Do
Not
Take
Apart

727 TYPE 1

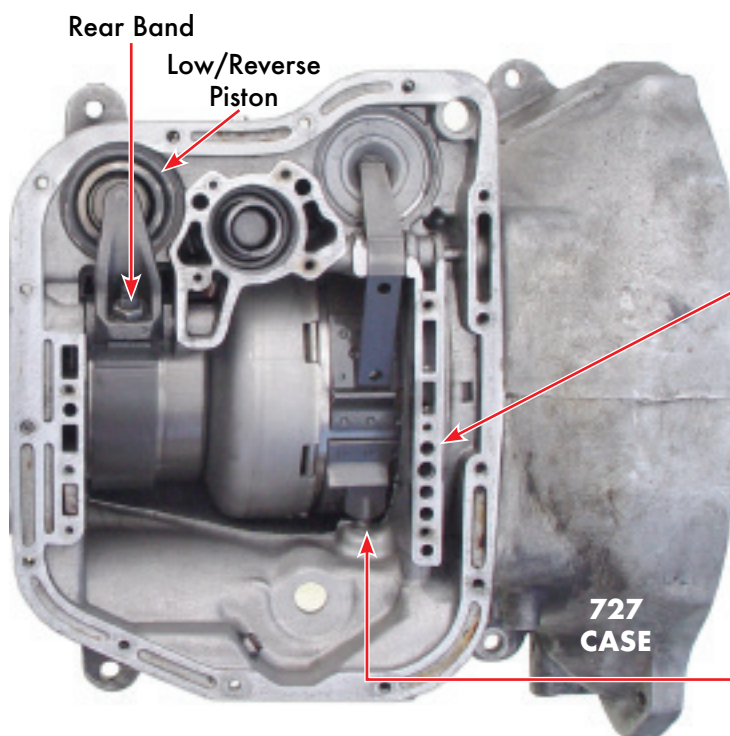


Remove

727 TYPE 2



Long
Plain
Spring



Orifice
Plug

ADJUST REAR BAND

Tighten snug with a short wrench.

- Single wrap band: Back off 2 $\frac{1}{2}$ turns.
- Double wrap band: Back off 3 $\frac{1}{2}$ turns
- Double wrap band has three sections across
- Tighten the locknut.

FRONT BAND ADJUSTMENT

- Tighten snug with a short wrench.
- Back off two turns and tighten nut.