

INSTRUCTION SHEET

SHIFT KIT FM-2 W/Adjustable T.V. 1959-61

CAUTION !
 DO NOT REINSTALL
 OUTER 1-2 SHIFT SPRING
 SPRING SEAT
 OUTER SPRING AND SEAT
 ARE PERMANENTLY REMOVED



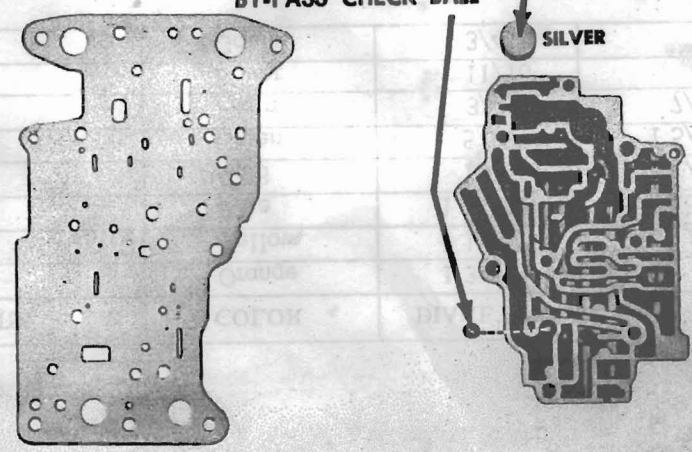
FRONT PUMP
 CHECK VALVE

ORIFICE CONTROL VALVE
 BY-PASS CHECK BALL

SILVER

HOLD-DOWN PLATES

CONTROL PRESSURE
 REGULATOR VALVE



COMPENSATOR CUT-BACK
 VALVE AND SPRING

GOLD

SPRING
 SEAT

SHIFT VALVE

DISCARD

OUTER GREEN
 INNER
 1-2 SHIFT VALVE
 SPRINGS

REAR PUMP
 CHECK VALVE

GOLD

REAR PUMP INTAKE CHECK BALL

IMPORTANT: Install low servo spring while valve body is removed, making sure that band struts are properly positioned.

Attention: REVISED BAND ADJUSTMENTS

FRONT BAND (LOW BAND) Tighten to 10 – 12 inch pounds (snug with short wrench) and back off exactly 1 turn.

REVERSE BAND: Insert furnished reverse band tool between pivot ball (½ ball) and the first nut. Tighten to 10–12 inch pounds (snug with short wrench). Back off 1 to 1½ turns and tighten lock nut.

T.V. LINKAGE ADJUSTMENT: 2 turns.

ADDITIONAL INFO

ADDITIONAL INFORMATION

MAKE SURE YOU ARE USING THE CORRECT KIT: KIT

1959-61; all models without vacuum modulator

SK/2

1961 & 62; 292 thru 390 with vacuum

SK/2VL

SIX BOLTS ON SERVO COVER

1961-65; with vacuum

SK/2V

FOUR BOLTS ON SERVO COVER

IMPORTANT

DO NOT add additional clutch plates during overhaul except for heavy duty commercial application (Police, Taxi, Delivery).

The 1-2 shift valve has an inner and an outer spring. The inner spring is replaced with enclosed spring (GREEN). The outer spring and its seat must be removed and discarded. It is *not* replaced.

Use (BLUE) Pressure Regulator Spring on all cars except Commercial.

Use (YELLOW) Pressure Regulator Spring on all Police, Taxi and Commercial vehicles.

This Kit is designed to minimize the following customer complaints:

1. Runs too far in 1st gear
2. Late upshift when cold
3. Shifts too slowly (mushy and long)
4. Jerks or clunks when pulling to a stop
5. Jerks into drive or low
6. Spin-up on light throttle up-shift
7. Runaway at heavy throttle up-shift
8. Low gas mileage
9. Poor overall performance at normal throttle openings

IDENTIFICATION OF CONTENTS:	COLOR	DIAMETER	FREE LENGTH
Front Band Release (Low Servo) Spring	Orange	1 3/8"	3"
Pressure Regulator Spring	Yellow	1 1/16"	4 1/16"
Pressure Regulator Spring	Blue	1 1/16"	3 15/16"
Compensator Cut-back Spring	Gold	1/2"	1 1/4"
1-2 Shift Valve Spring	Green	5/16"	1 5/8"
(2) Check Valve Springs	Plain	3/4"	7/8"
Front Pump Check Valve	Silver	11/16"	
Rear Pump Check Valve	Gold	3/4"	

Concerning the installation of this Kit, or its performance, please contact us by phone collect. Area (213) 283-4520 or (213) 336-5075; ask for Mr. Younger or Mr. Anderson.

PRESSURE SPECIFICATIONS:

BLUE P.R. spring

idle 42-62 p.s.i.

stall 150-180 p.s.i.

YELLOW P.R. spring

idle 45-65 p.s.i.

stall 160-200 p.s.i.

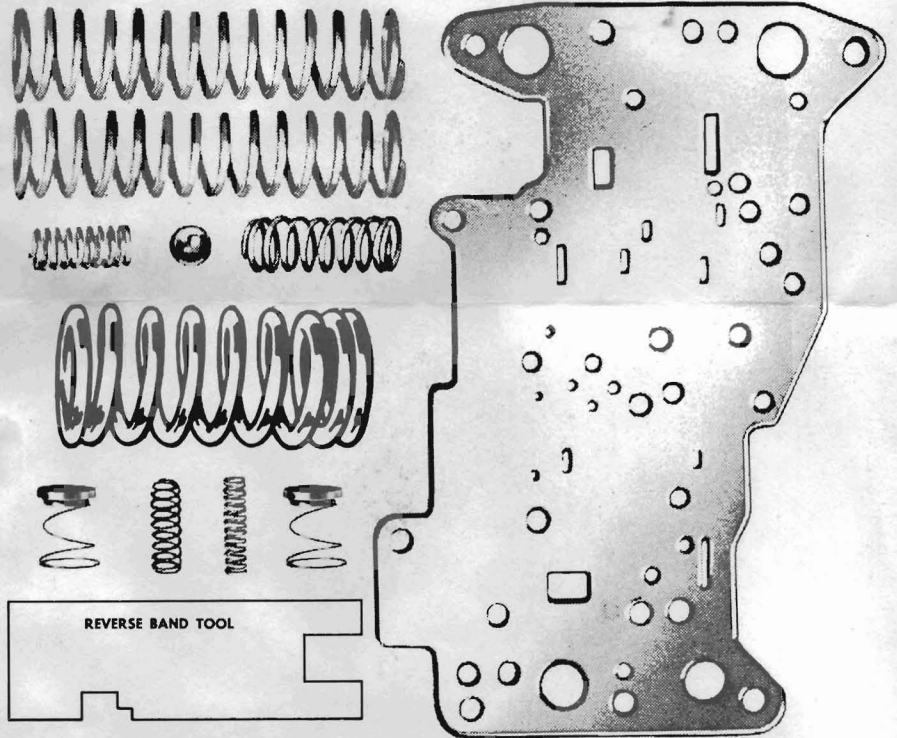
INSTRUCTION SHEET

FORD TWO SPEED SHIFT KIT

CURES: LATE, MUSHY UPSHIFT

The Two Speed SHIFT KIT is designed to minimize the following customer complaints:

1. Runs too far in first gear.
2. No upshift when cold.
3. Shifts too slowly (Mushy and Long).
4. Jerks or Clunks when pulling to a stop.
5. Spin-up on light throttle up-shift.
6. Runaway at heavy throttle up-shift.
7. Low gas milage.
8. Poor overall performance at normal throttle openings.



SK/2V KIT SHOWN

COMPLETE PICTURED INSTRUCTIONS FOR EASY INSTALLATION

ALL TWO SPEED FORD PRODUCTS

Kit #	Application	List	Resale
SK/2	1959-61; without vacuum modulator	12.29	7.37
SK/2VL	1961 & 62; 292 thru 390 with vacuum SIX BOLTS ON SERVO COVER	12.29	7.37
SK/2V	1961-65; with vacuum FOUR BOLTS ON SERVO COVER	12.29	7.37



GIL YOUNGER

This enclosure is your guarantee that the product in this package is of the highest quality, and is specially engineered to outperform the original part that it repairs or replaces.

“Transmission parts with that Engineering Difference”