

WARNING:

Do not use pliers or pipe wrench on flange. You may damage the diaphragm and cause engine vacuum to suck fluid out of the transmission which will eventually burn out the clutches. An open-end wrench must be used on the flats of the nut. A crowfoot socket is a big help in some cases.

INSTALLATION INSTRUCTIONS FOR "FORD" ADJUSTABLE MODULATOR

CAST IRON CRUISE-0-MATIC and FMX : Install as is (do not adjust before installation)

FORD Aluminum TWO-SPEED: Before installing, turn the slotted screw, in the vacuum take-off tube, 3 turns counterclockwise.

TUNING AFTER INSTALLATION & ROAD TEST:

1. If shifting is harsh or late, turn screw "out" (counterclockwise) 1½ turns.
2. If shifting is soft or too early, turn screw "in" (clockwise) 1½ turns.

DO NOT EXCEED THESE RECOMMENDATIONS

ADDITIONAL INFORMATION

If these recommendations do not give desired shift timing or firmness, it is very likely that the vehicle has a vacuum problem or a transmission problem.

Inspect vacuum hoses for looseness, cracks, and collapsing.