

SK® C3

Corrects/Prevents/Reduces

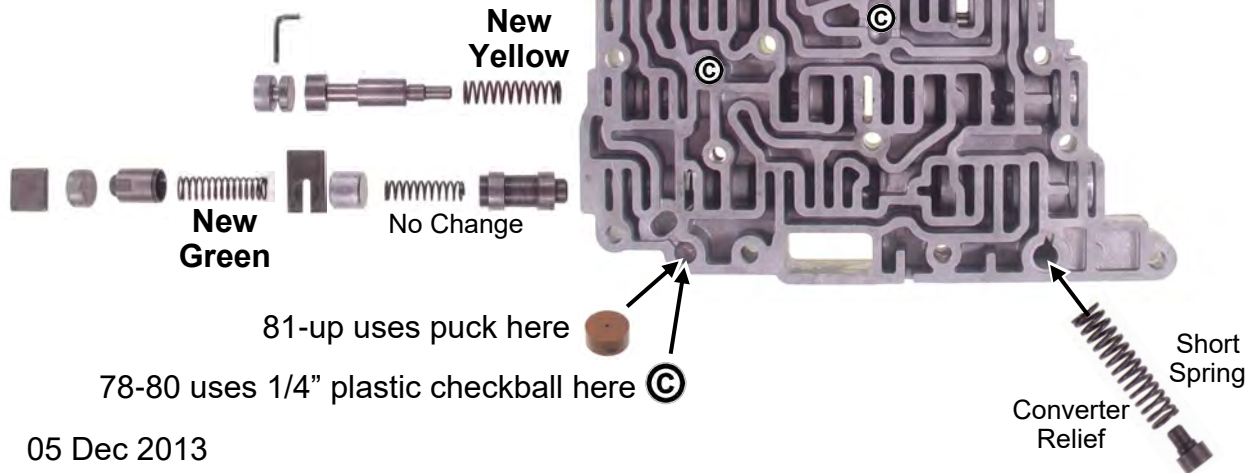
Front Band Failure, Soft 1-2, Late 2-3, Delayed Reverse, Shuttle Shifting and Excessive Passing Gear.

Step 1: Install new Springs shown in **Bold**. Re-use check balls, puck (if applicable) and Relief Valves and Springs.

Step 2: Enlarge 3 holes in plate.

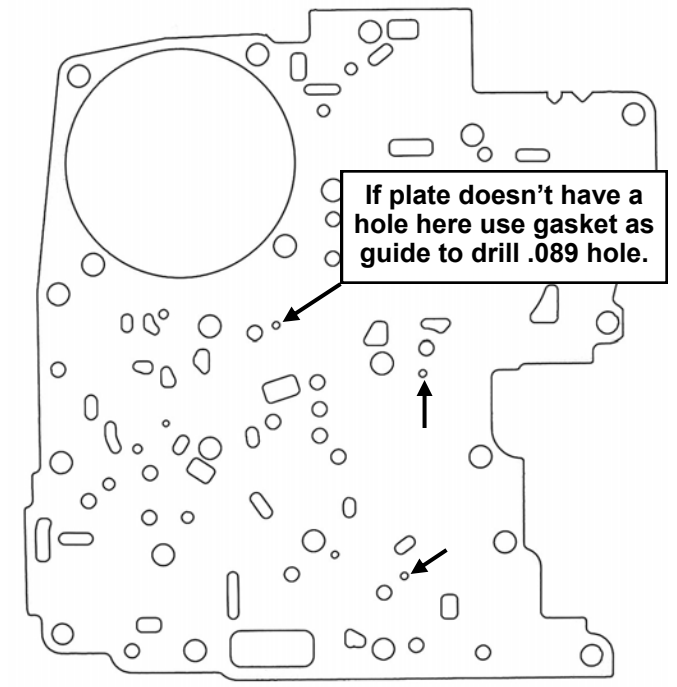
Step 3: Adjust front band 10-12 inch pounds (snug with a short wrench and back off 1.5 turns & tighten locknut.

Tip: For smoother, earlier shifts install modulator pin provided. Its longer than the original.



Important! Adjust Kick-down linkage/cable until there is no passing gear at 45-50mph. Then adjust a little at a time until you can **just get kick-down back!**

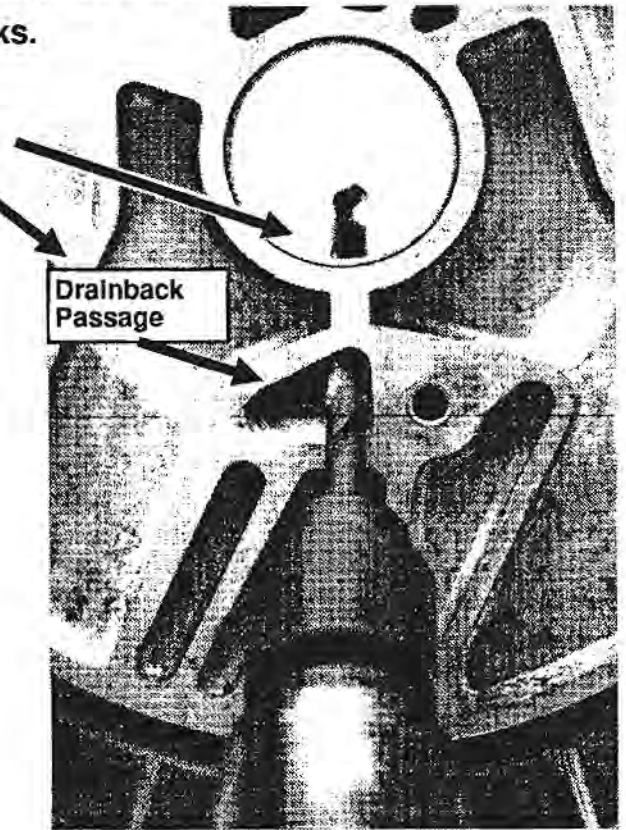
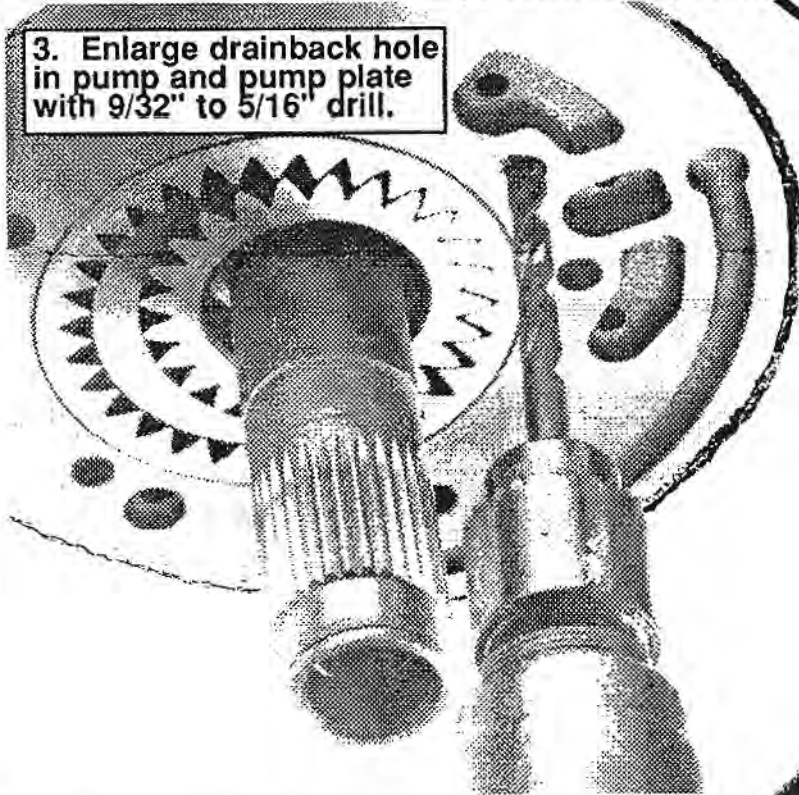
Enlarge 3 Holes with .089 drill furnished.



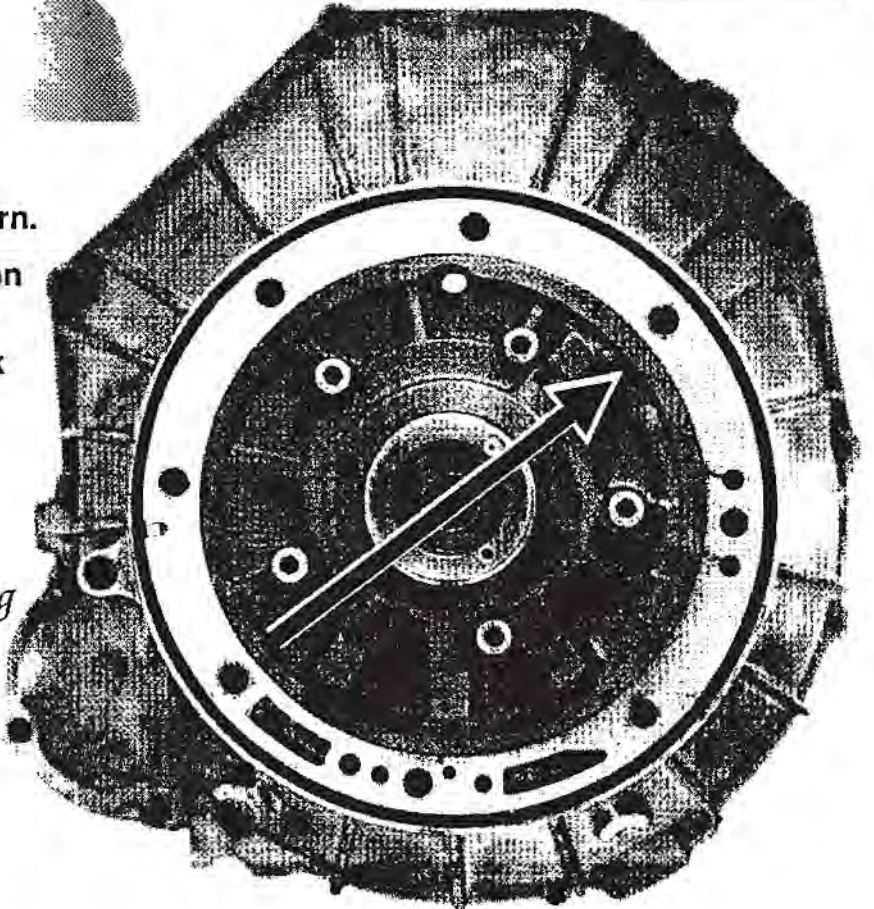
Bell Housing Bushing: When reusing the original converter, or installing a converter that you are sure has a hardened hub, reuse the original bronze bushing (provided the clearance is under .006). When installing a rebuilt with a soft hub you must use a babbitt bushing. When replacing bushing, stake the the bore in front of bushing to keep it from moving forward into seal. Replacment bushings are often looser than the original bushing. **You don't need pump whine or broken pump gears, so don't forget to align the pump as shown below.**

COMPLAINT: Front seal blows out, lip rolls out or leaks.
CAUSE: Pressure in drainback passage to sump.

SOLUTION: 1. Drill with 9/32" or 5/16" drill.
2. Enlarge drainback passage.



Best way w/o aligning tool:
Install pump & back bolts off 1/2 turn.
Install converter into bell housing.
Install bell housing and converter on engine and tighten with four bolts.
Install flex plate bolts.
Hold pump firmly towards 2 o'clock (as shown in picture) and finger tighten the bolts.
Then tighten evenly with wrench.



*Thanks for listening
Have a nice day!*

Mr Shift®