

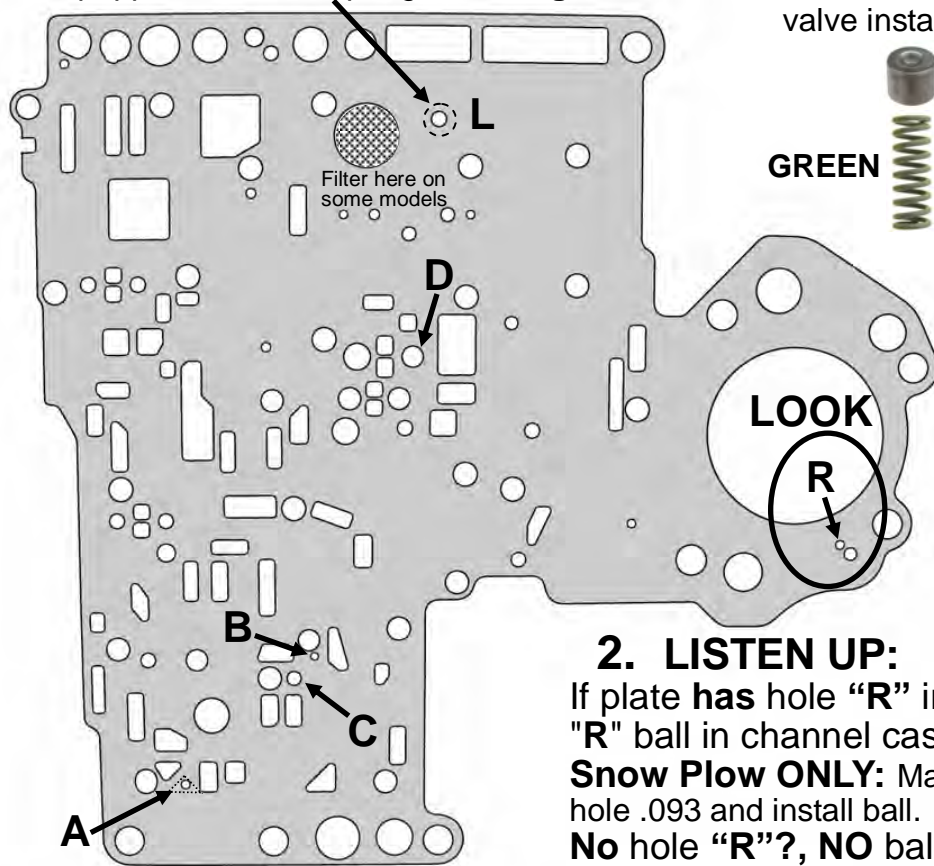
SK® TFSC

This is not a “do it yourself” kit. It is for the Experienced Professional Trans Mechanic Only.

Torqueflite Shift Kit®

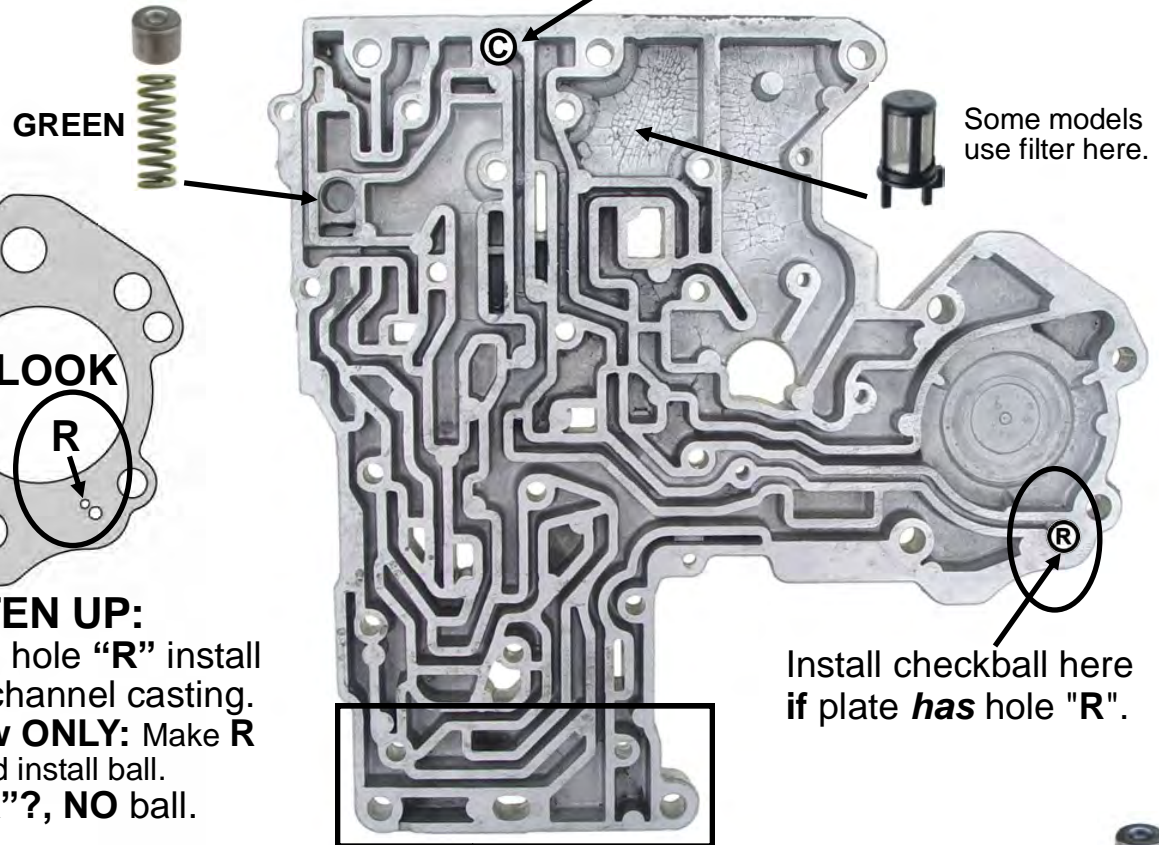
1960up Torqueflite
Rear Drive Three Speed.
For Four Speed use:
SK TFOD-Diesel or SK TFOD-Jr Kit

If plate has hole “L” valve body must have either 3/8” steel ball & spring, or poppet valve and spring. See Page 3.



3. If channel casting has bypass valve install the **GREEN** spring.

If the channel casting had checkball here reinstall it.



2. **LISTEN UP:**
If plate has hole “R” install “R” ball in channel casting.
Snow Plow ONLY: Make R hole .093 and install ball.
No hole “R”?, NO ball.

Install checkball here if plate **has** hole “R”.

1. Separator Plate Hole Sizes

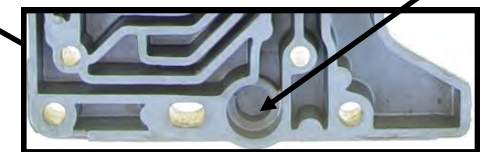
A = .110 to .140 If it's a triangle don't drill.
B = 1-2 shift .086 to .125, Bigger is firmer.
C = 2-3 shift .086 to .125, Bigger is firmer.
D = .110 to .140 OK if already bigger.

Page 1



If VB has conv clutch control body, clean it and continue with kit install.

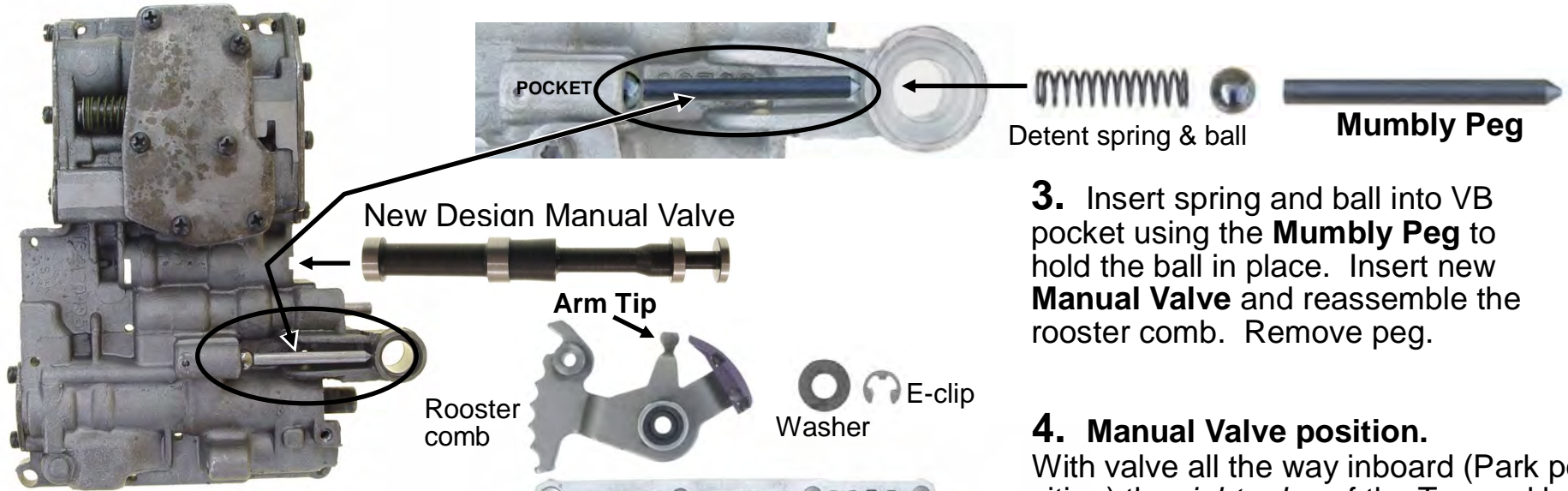
4. 60-65 models reinstall poppet valve & spring.



1. Remove E-clip & washer.
Remove rooster comb, being careful to catch ball & spring.
Discard original manual valve.

Install New Manual Valve

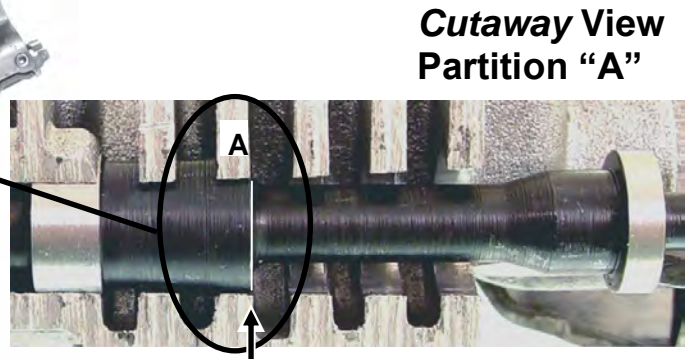
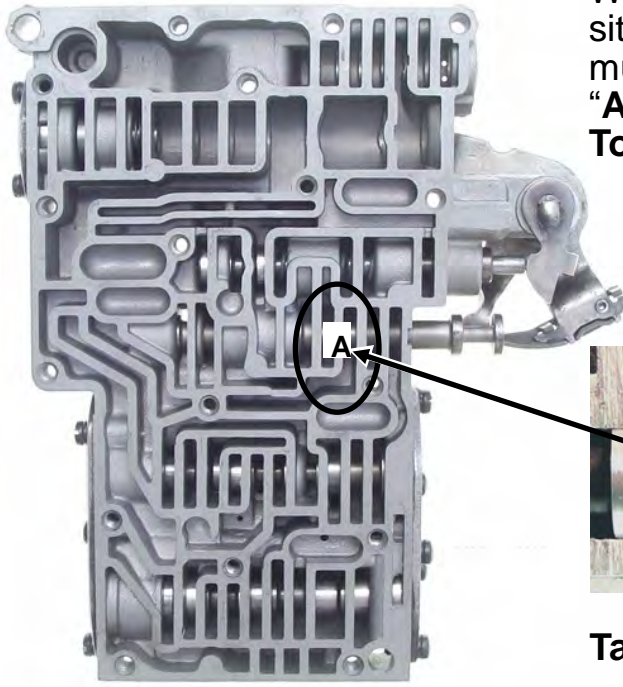
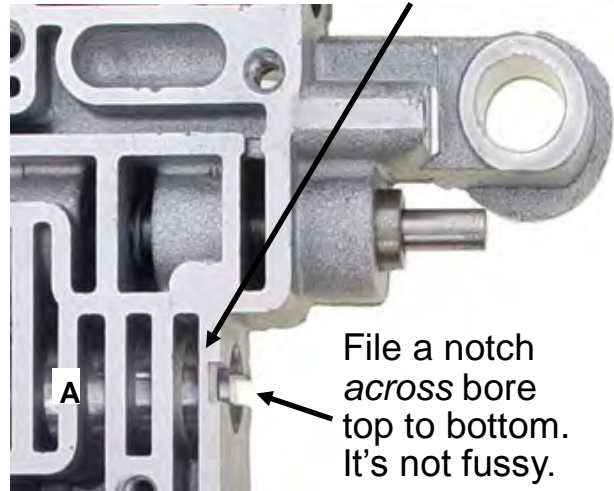
Don't install in 1960-65 models with Rear Pump



3. Insert spring and ball into VB pocket using the **Mumbly Peg** to hold the ball in place. Insert new **Manual Valve** and reassemble the rooster comb. Remove peg.

2. Turn the valve body over. Using the edge of a large file, file a notch about *halfway* thru the thickness of this partition.

4. **Manual Valve position.** With valve all the way inboard (Park position) the *right edge* of the Tapered land must be flush with *right edge* of partition "A". (.030" from flush either way is ok.)
To Adjust: Bend **Arm tip** with pliers.

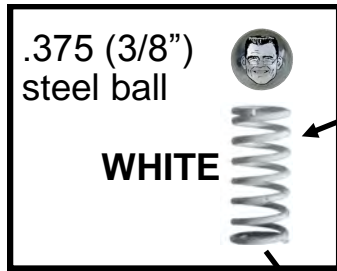


File a notch across bore top to bottom. It's not fussy.

Tapered Land flush with right edge of Partition "A"

1. If VB **HAS** line bypass ball & spring, drill 3/16" hole into spring pocket thru VB casting under "X". De-burr hole inside. Install **WHITE** spring & 3/8" ball.

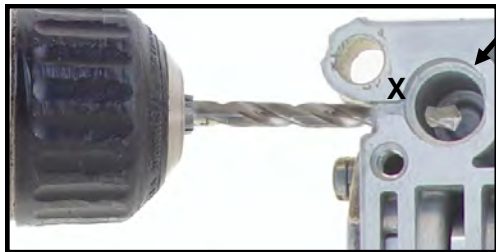
LISTEN UP -- Bypass location RULE:
 NO Hole L in Plate, nothing goes here (Plate **Page 1**)
 60-65 Don't drill, has poppet valve & spring, reinstall.
 66-68 Don't drill & nothing goes here.
68-76 Has line bypass ball & spring DO STEP 1.
 77up Don't drill & nothing goes here.



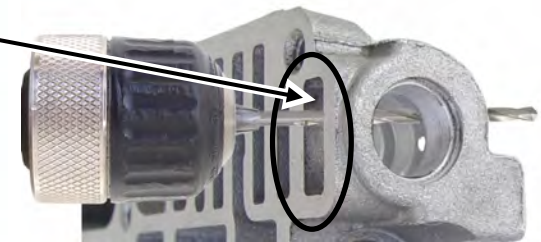
2. V-8 Trans With Lockup

If the trans has a lockup converter, drill **two** .086 to .096 [3/32"] holes down *thru* bottom of the most **outboard** passage.

Bypass Location → X



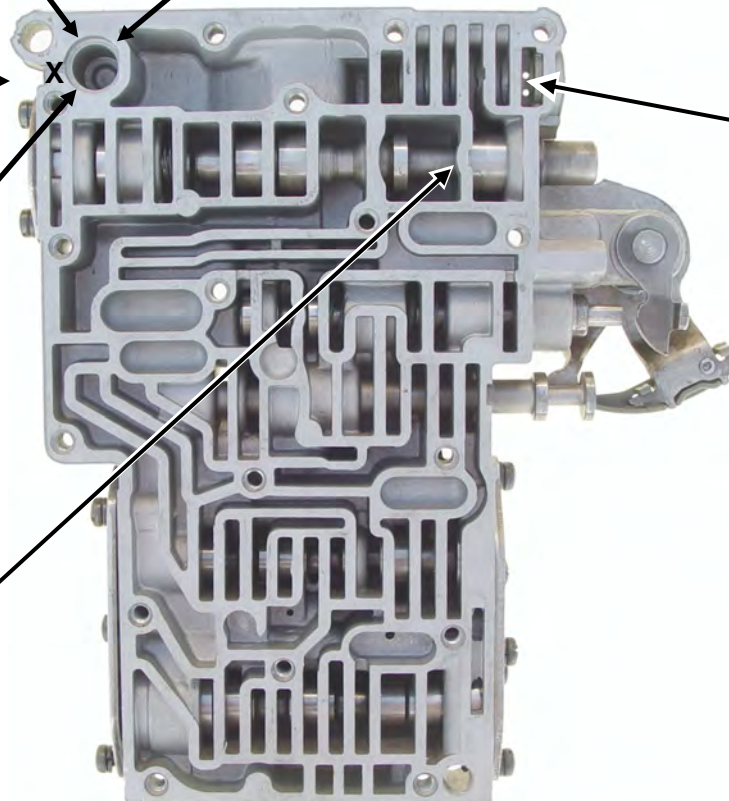
Spring pocket drilling



Making Lockup Firmer

Drilling here increases Lockup holding power and makes lockup apply firmer. Don't drill 4cyl and 6cyl which can make lockup too firm. Thank you, Gil

Listen Up!
 If there is a hole thru the side wall of this partition, plug it.



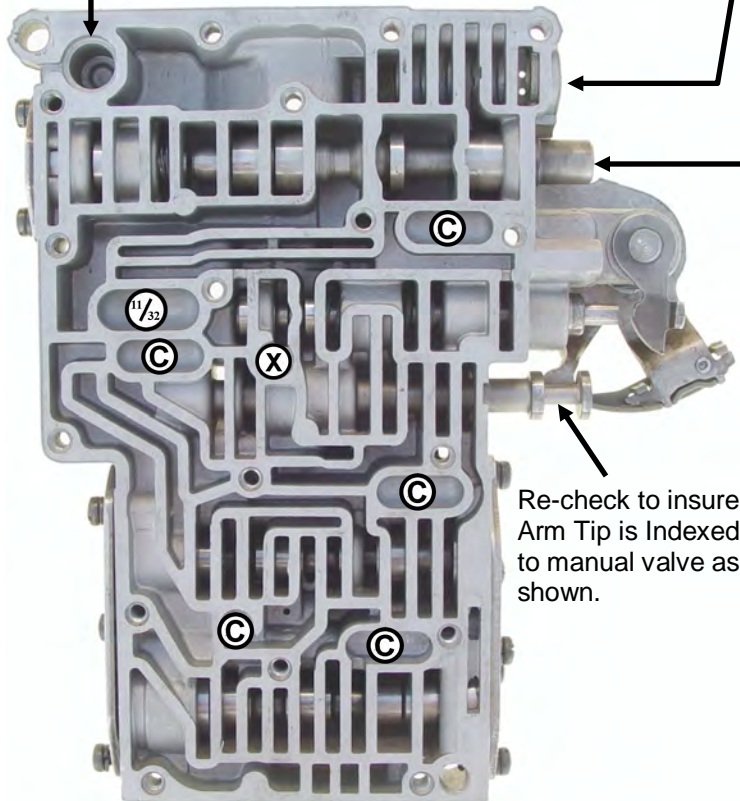
4. Checkball Usage

© 1/4" (.250)

Ⓜ 11/32" (.343)

ⓧ 1/4" (.250) 77up models

See previous page for info on part usage for this location.

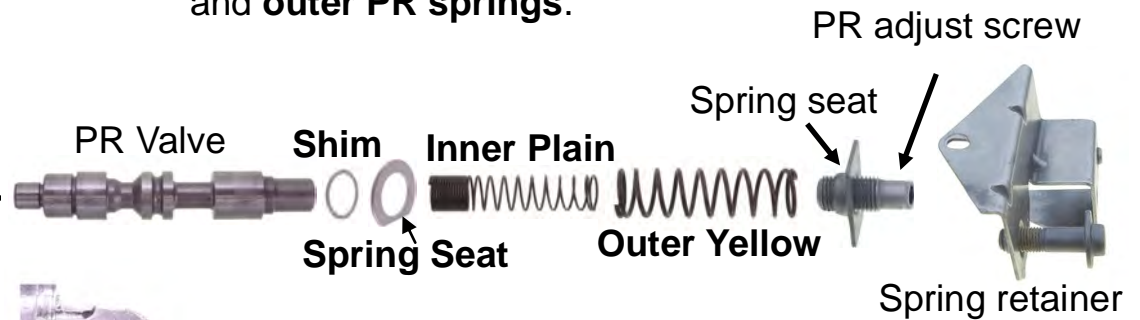


1. Reinstall converter valve with original spring.

Converter Valve

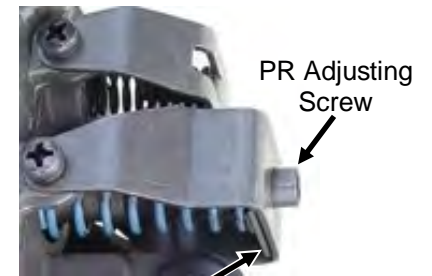


2. Install **New shim and spring seat** on PR valve before installing **new inner and outer PR springs**.



Install Spring Seat as shown. Make sure flat on spring seat has some clearance from casting. File casting if necessary to give it a little room to rotate slightly. Do not allow it to bind between PR valve and casting!

3. **PR Adjustment:** With 3/16" allen wrench, turn **PR adjust screw clockwise** until spring seat is just **flush** against the inside edge of spring retainer.



Spring seat just **flush**

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**.