

# TURBO ACTION

1535 OWENS ROAD, JACKSONVILLE, FLORIDA 32218 (904) 741-4850

**CAUTION:** When using our #34187, you must also use 1964-69 linkage or it will not work properly.

C-4 MANUAL CONTROL ONLY VALVE BODY

1964-82\*

34187

and

C-4 STREET MANUAL/AUTOMATIC VALVE BODY

1964-69

34185

Installation Instructions

- STEP #1: Let transmission cool before trying to install valve body. Place transmission shifter into Park position. If vehicle is on the ground, secure so it will not roll.
- STEP #2: Remove transmission oil pan, by removing all bolts but two on one end. This way, you can drain oil off slowly.
- STEP #3: Before removing valve body, take note how the small passing gear linkage on the outside of the case, driver's side, moves back and forth. Note how it springs back smoothly, no bind.
- STEP #4: Take 7/16" socket and remove the eight bolts which hold valve body in place. Carefully lower valve body.
- STEP #5: Install new Turbo Action 34012 Filter onto new valve body.
- STEP #6: Before installing valve body, note the levers in the transmission that engage the Manual Control Valve and the passing gear valve. They must line up with the valve body properly.
- STEP #7: Before lifting valve body into transmission see Figure #1. You must remove bolt shown if using a late C-4 case. If you do not, you will hit the bolt against case and distort the valve body.
- STEP #8: Lift new valve body into transmission, carefully aligning the Manual Control Valve with the shift lever. At the same time, wiggle the passing gear linkage on the outside of transmission case until it feels like mentioned in Step #3.
- STEP #9: Start all bolts (Note long one goes through filter). Tighten all bolts down being sure that the shift lever and passing gear linkage are working properly. Bolts should be tightened to 8-10 ft./lbs.
- STEP #10: Clean pan and install new 34130 Pan Gasket. Replace pan on transmission and tighten all bolts securely.
- STEP #11: Adjust intermediate band located on driver's side near shift lever. Take a 3/4" box wrench and break locknut loose. Now holding locknut from turning, take a small 3/8" open end wrench and turn square adjustment lug clockwise until wrench feels snug (10 inch/lbs.). CAREFULLY back off (CCW) one (1) full turn only. Holding the adjustment lug, tighten locknut to 35 ft./lbs. (tight).

\*Requires linkage change if 1970-82. Order our Part #34950.



- STEP #12: Add three quarts of a well-known brand of Type "F" transmission fluid.
- STEP #13: Start motor and add transmission oil until dip stick reads approx. 1 pint low or the add mark.
- STEP #14: Take vehicle out and drive normally around the block. Now re-check transmission oil level. Add oil if necessary, but DO NOT OVERFILL!

The following step only applies if 34185 Manual/Auto. Valve Body:

STEP #15: If your car is a 1964-66 Ford product, this valve body will function different. See below:

	<u>1964-66</u>		<u>This Valve Body</u>
	P		P
	R		R
	N		N
	o 2-3	Normal-----	D 1-2-3
Normal -----	o 1-2-3		2 2
	L 1		1 1

NOTE: C-4 Ford transmissions use a vacuum modulator to control shift points. This vacuum modulator must be good in order for this valve body to function properly. Turbo Action 34115 Adjustable modulator is available.

The following step only applies if 34187 Manual Control Only Valve Body:

STEP #16: This valve body requires no passing gear linkage or vacuum modulator connections. Shift Pattern is as follows:  
PRN123 (First gear has no gear braking).

**CAUTION (ONLY IF 34187)**

The adjustment of your shifter is extremely critical! Many shifters on the market today are very close on alignment and when you shift to high gear (third) it may go past the valve body's natural detent causing you to select a false reverse which will lock up the rear wheels! Therefore be sure you check the adjustment in high gear accurately.

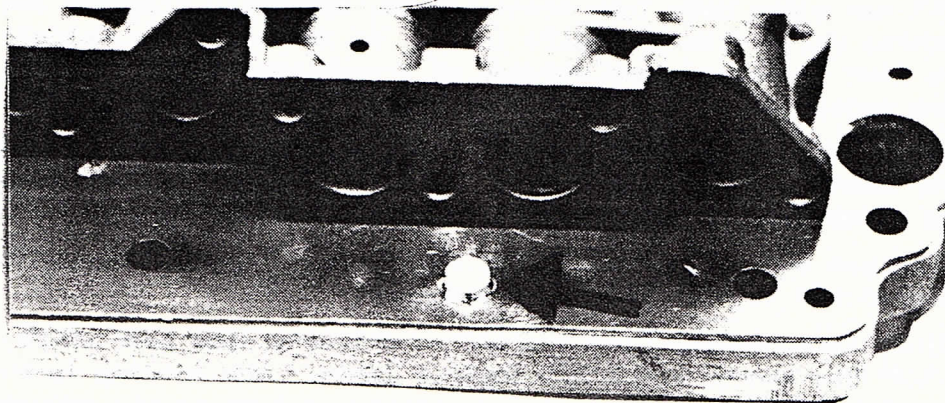


Figure #1 - See Step #7



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## Water Burnouts (Smoky Burnouts)

Tire development brought about the need to get tires hot in order to get maximum traction. This started the use of water to get tire speed up quickly. Now tires are getting hot, but automatic transmissions are subject to destruction if not careful! ***Please read carefully the following suggestions for your transmission:***

### Chrysler/American Mtrs. "727", "904", "998" & "999" Transmissions

All water burnouts should be started in second gear and shift to third if necessary. If you should start burnout in first, shift immediately to second gear before tires come out of water. No matter whether it be second or third gear you are in as you come out of the water, you should start to deaccelerate engine or do a power burnout directly to the staging line being sure tires never grab dry pavement. The power burnout provides the best E.T.'s if no dry burnouts are done. No matter if you have a tranz brake or not, we suggest ***not doing dry burnouts!***

**Note** - Rear End Breakage & Driveshaft Breakage: If rear end or driveshaft breaks while in first gear acceleration or burnout, remove transmission and check rear roller clutch for damage.

### Ford C4 & C6 Transmissions

All water burnouts should be started in second gear and shift to third if necessary. If you should start burnout in first, shift immediately to second gear before tires come out of water. No matter whether it be second or third gear you are in as you come out of the water, you should start to deaccelerate engine or do a power burnout directly to the staging line being sure tires never grab dry pavement. The power burnout provides the best E.T.'s if no dry burnouts are done. No matter if you have a tranz brake or not, we suggest ***not doing dry burnouts!***

**Note** - Rear End Breakage & Driveshaft Breakage: If rear end or driveshaft breaks while in first gear acceleration or burnout, remove transmission and check rear roller clutch for damage.

### GM Turbo Hydro "200", "350" & "400" Transmissions

All water burnouts suggest starting in first or second, but get into high gear before coming out of the water. Normally, Turbo Hydros do not have roller clutch trouble, except occasionally in the Turbo "350", but for durability reasons it will pay to follow the suggestion as stated for preventative maintenance. Be sure to deaccelerate as you come out of water or power burnout to the line being sure tires never grab dry payment.

### GM Powerglide Transmissions

Water burnouts will not hurt units, **except** if you are shifting from low to high as you are coming out of water. Shifting under conditions stated will **cause premature clutch wear**. Suggest deacceleration as you come out of water or power burnout to the line being sure tires never grab dry pavement.

**Special Note:** All of the above suggestions will extend the life of the roller (sprag) clutch in your converter.

