

TURBO ACTION

1535 Owens Road, Jacksonville, FL 32218
Phone (904) 741-4850 *** FAX (904) 741-4853
www.turboaction.com



CHEETAH Manual Valve Body - PRN123 Reverse Pattern **Part #36158A-2 Ford C6 1966-85** (For Competition Drag Strip Use Only)

First, read instructions carefully, then proceed to install valve body by following each step individually.

- STEP #1:** Transmission should be cool before installing valve body. Drain oil by carefully removing pan bolts. Recommend leaving a couple of bolts partially attached until some of the oil has drained.
- STEP #2:** Remove the eight 3/8" valve body bolts and lower valve body out of transmission.
- STEP #3:** Remove filter off old valve body. Clean filter and install on *CHEETAH Manual Valve Body*.
- STEP #4:** Install *CHEETAH Manual Valve Body* carefully into transmission, **making sure** selector in case lines up with manual control valve. **NOTE:** Passing gear lever is not necessary, so don't worry about proper alignment of it other than to make sure that it doesn't get bent when installing the *CHEETAH Manual Valve Body*.
- STEP #5:** Clean oil pan and install new pan gasket. Re-install pan and tighten bolts.
- STEP #6:** **Intermediate Band Adjustment:** This is an **important** factor in order to obtain proper shifting. With a 13/16" box end wrench and a 3/8" small open end wrench, proceed by loosening locking nut located on driver's side of transmission, just in front of selector linkage on transmission. Hold locking nut and with 3/8" wrench turn center adjusting bolt (clockwise) until it feels snug (not excessively tight). Now back off adjusting bolt counterclockwise (1) one full turn or (4) four flats. Carefully hold adjusting bolt and tighten locking nut.

STEP #7: Refill transmission with a well-known "Type F" transmission fluid. Fill until it is approximately (1) one pint low. Warm transmission up and place in all gears, then check to make sure transmission level is on the add mark. Take vehicle out and drive 2-3 miles. Then recheck oil level. Add oil if necessary to bring up to the fill mark. **DO NOT OVERFILL!**

NOTE: If selecting gears on the jackstands, you will not feel the 1-2 shift.

CAUTION: 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 neutral 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.

FEATURES: Shift Pattern is reverse-PRN123 and is manual control only.

OPTIONAL: The CHEETAH Manual Valve Body does **not** require governor assembly or vacuum to modulator and can be removed if desired. If vacuum line is disconnected, be sure to plug off at carburetor or manifold to prevent vacuum leakage.

WATER BURNOUT INSTRUCTIONS

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:**

Ford 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 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 trans 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.**



**CHEETAH SCS
Shifters**



Torque Converters