



MDP High Performance Full Manual Valve Body

Thank you for considering and choosing our high performance valve body for your transmission. Here are some guidelines for the valve body setup.

Front Band Adjustment – torque band adjustment bolt to 72 inch-pounds, back off 2 turns.

Rear band adjustment – torque rear band adjustment bolt to 72 inch-pounds, back off 3 and ½ turns.

Pressure adjustment – valve body pressures vary from build to build, and the higher the pressures, the harder the shifts. Here are some pressure guidelines.

Stock truck 120-140 PSI in lock-up/Overdrive

Modified Engine 500-700 Horsepower 170-180 PSI in lock-up/Overdrive

Heavily Modified 700+ Horsepower 180-200 PSI in lock-up/Overdrive

We do not recommend going over 200 PSI line pressure, as we have found it degrades the bellville spring in the forward clutch drum and can potentially turn it inside out.

Pressures are checked at the accumulator port of the transmission, passenger side, second port back (behind intermediate servo) – commonly referred to as kickdown servo.

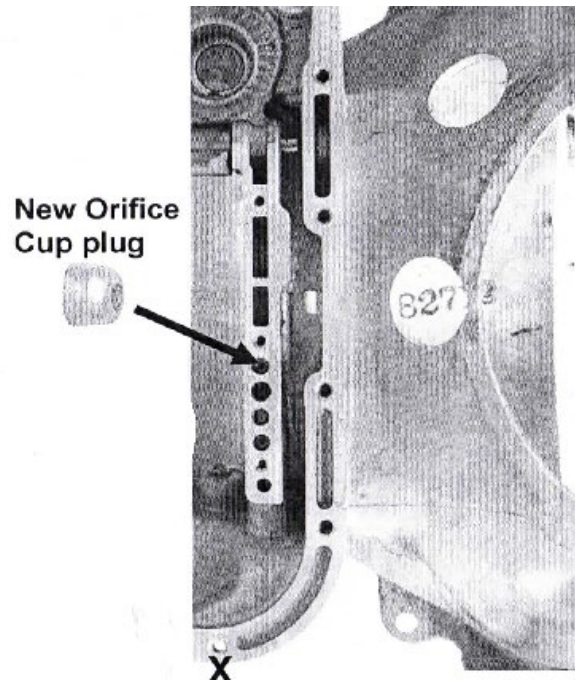
Typically, we have found running the TV arm 60% back is ideal. Start with the TV arm 60% back and check pressures in gear. Overdrive pressures will be the highest.

If pressures are too high or low, use the pressure regulator screw on driver side of the valve body with a cut down 3/16" allen key. Do not adjust the TV minimum (blue loctite screw). For every 1 turn counter-clockwise, you will gain 10 PSI line. 1 turn clockwise will drop 10 PSI line.

If you have any questions regarding our valve body, please feel free to call (302) 276 2882, or send us an email to muldoonsdiesel@gmail.com

Once again, thank you for choosing our product, and have fun banging gears!

Additional parts Instructions



Install Orifice Cup Plug in this case orifice (Helps alleviate 2-3 shift overlap)

Install Rear Servo Spacer (Helps alleviate 1-2 Shift Overlap)

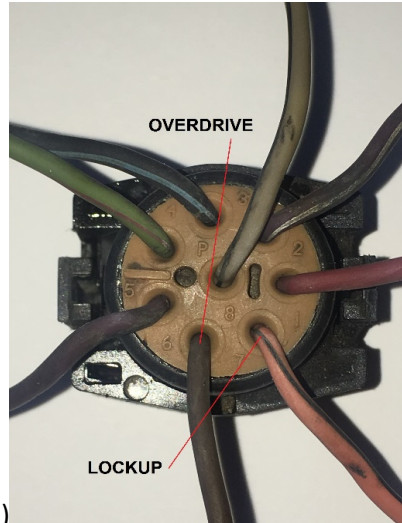


Transmission Wiring ID

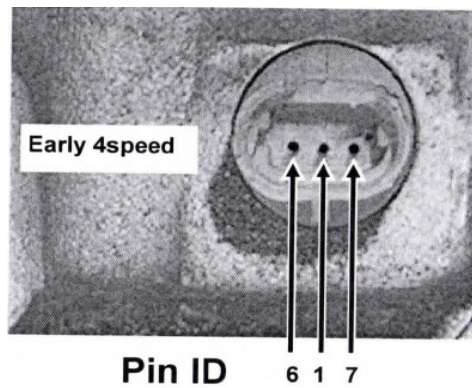
Pin 1 is +12V Ignition On Power (You must run independent 12-volt ignition on power supply *)

Pin 6 is Overdrive

Pin 7 is Lockup



Late 8 Pin (RE Model)



* This is required because the governor pressure solenoid and transducer are disabled in a full manual valve body, so the truck will no longer supply power to the existing pin 1 line.

ROOSTER COMB INFO

If you are installing our full manual valve body into a 03+ 47/48RE, you will have to swap rooster combs from your core valve body. We do not ship full manual valve bodies with 48RE rooster combs, as many times they get damaged in shipping, (cores are not packaged properly and we get damaged 48RE rooster combs returned). If you send us a 48RE core valve body before we send your full manual valve body out, we will build it with your 48RE rooster comb. In any case, your core return to Muldoon's Diesel Performance must include a rooster comb in order to qualify for a full core refund.



Rooster Comb ID



MULDOON'S

— Diesel Performance

CORE RETURN

Customer Name: _____

Customer Telephone: _____

Product Purchased _____

Credit Card # For Core credit _____

Expiration _____ Security Code _____

Core Return Policy

If core return sheet is not completed and returned with your core, we will not honor a core refund.

Cores must be returned within 2 weeks of product receipt. Cores returned after 2 weeks are subject to a \$25.00 refund reduction per day.

If returned core is found to be damaged, compromised or unacceptable in any way Muldoon's Diesel Performance LLC has the right to refuse it.

Valve Bodies must be unmodified and have original rooster comb. Transmissions must be complete with no missing internal parts. Valve bodies and Transmissions must be completely drained of all oil.

The core returned must match the core sent out.

For MDP Use Only

Date Core received: _____

Item	Y	N
Core intact		
Rooster Comb		
Electronics		
Modified		

Refund amount: _____

Date refunded: _____