



MPT 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 2 and 3/4 turns.

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

If you purchased a Constant Pressure FMVB:

Pressures are set by Muldoon's Performance Transmissions at 150 PSI (unlocked/190 (locked). There will be no adjustment necessary.

If you purchased a Variable Pressure FMVB:

Ensure that your kickdown cable is operating at the factory specification.

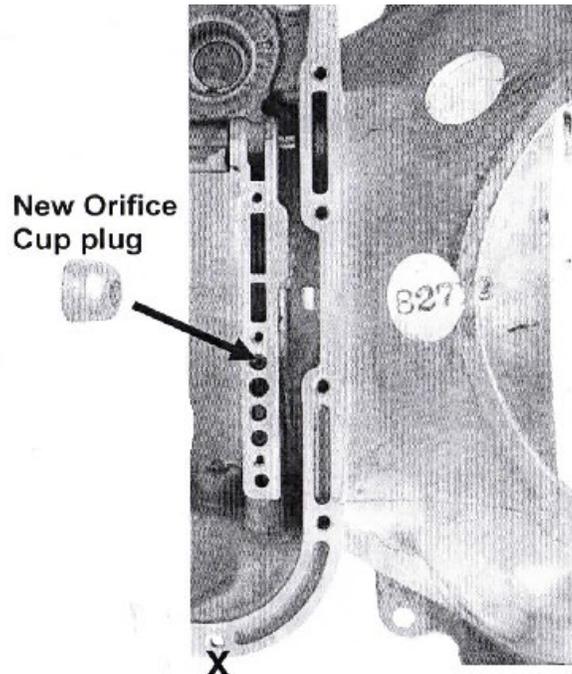
If pressures are too high or low, use the pressure regulator screw on driver side of the valve body with a cut down 3/16" hex key. Do not adjust the TV minimum (blue Loctite screw). For every 1 turn counter-clockwise, you will gain 10 PSI line. 1 turn clockwise will drop 10 PSI line.

If you have any questions regarding our valve body, please refer to the troubleshooting instructions on page 4. If this does not help, feel free to call (302) 276 2882 or send an email to muldoonsdiesel@gmail.com

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

Additional parts Instructions

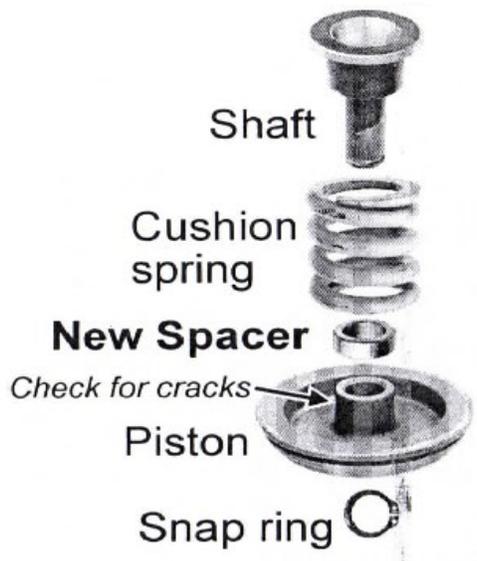
Install Orifice Cup Plug in this case orifice * (Helps alleviate 2-3 shift overlap)



* Cup plug is usually not required in a **variable pressure** setup.

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

Used in both **Constant Pressure** and **Variable Pressure** set-ups.



Install included spring into rear servo.

This further helps to alleviate 1-2 shift overlap. **Constant Pressure:** The new spring will sit inside the stock spring. See picture below. You will have to work at getting the retaining clip that holds the servo in place – it really helps to have a second set of hands for this step.

Variable Pressure: Low/ reverse servo does not need to be double-sprung. Instead, remove the factory intermediate (kickdown) servo spring and solely install the included heavy gauge intermediate servo spring.

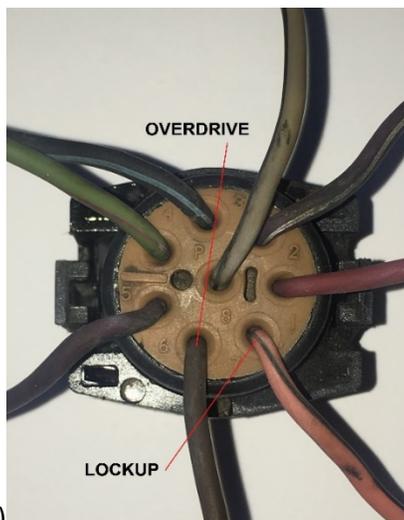


Transmission Wiring ID

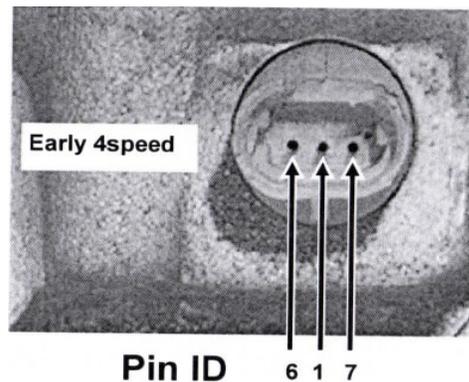
Pin 1 is +12V Ignition On Power (You must run independent 12-volt ignition on power supply *)

Pin 6 is Overdrive

Pin 7 is Lockup



Late 8 Pin (RE Model)



Pin ID 6 1 7

* 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 Performance Transmissions must include a rooster comb in order to qualify for a full core refund.

Rooster Comb ID



Troubleshooting

We often receive questions regarding to 1-2 shift overlaps (rear tires locking on 2-1 downshift or 1-2 upshift). This is typically caused by one or more of the following factors:

- Shifter is not indexed properly with the valve body (shift cable adjustment issue). To alleviate, set both the shifter and the transmission to neutral and make sure everything is aligned properly from there.
- All of the included parts (cup plug, spacer and rear servo spring) were not installed.
- Low/Reverse servo has wear
- Bands are set too tight – our instructions are guidelines of where the bands should be when new. Band adjustment is contingent upon band wear and condition and our guidelines may not apply to every application.
- Rear band has a dent in the pin apply surface causing the pin to stick.
- A 5.0 lever is being used for the kickdown band.
- The intermediate servo is a style that steps down case bore inner diameter.
- Incorrect spring in the intermediate servo.

We have also received inquiries regarding a 2-3 shift flare. This is typically caused by one or more of the following:

- Direct clutch orifice cup plug installed.
- Kickdown band is set too loose - Kickdown band lever should have 1/4" of free play.
- Direct clutch apply piston seals are torn or Direct clutch has excessive clearance. MPT recommends .080" initial clutch pack clearance.
- Transmission has 2 springs installed in the kickdown servo. Remove the larger of the 2 springs and run a single spring in the servo.

2003 and up Trucks will need tuning revision

If your truck is a 2003 or newer model year, you will need to revise your tuning to prevent the truck from starting in limp mode after the installation of a full manual valve body.



610 South Street
New Castle DE 19720

CORE RETURN

Customer Name: _____

Customer Address: _____

Customer Telephone: _____

Product Purchased: MPT High Performance Full Manual Valve Body

- I am returning my core after purchasing/receiving a Muldoon's product.
or
- I am sending my core in up-front prior to the shipment of a Muldoon's product.

Core Return Policy

Core refunds are processed in the form of a check mailed to the shipping address provided.

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 Performance Transmissions LLC has the right to refuse it. It is the responsibility of the customer to properly package and secure the core for return shipment. Please reuse the packaging in which your valve body was sent.

Valve Bodies must be unmodified and have original rooster comb.

Valve bodies must be completely drained of all oil.

We don't need it, so please do not send in your park rod.

The core returned must match the core type sent out (e.g., 48 for 48).

For MPT Use Only

Date Core received: _____

Item	Y	N
Core intact		
Rooster Comb		
Electronics		
Modified		

Refund amount: _____

Date refunded: _____