Valve Body Recalibration Kit
DODGE

2003-2007

Installation Guide
DISCLAIMER OF LIABILITY

This is a performance product which can be used with increased horsepower above and beyond factory specifications. Additional horsepower creates more stress on the drivetrain components, which could result in drivetrain failure. Legal in California only for racing vehicles which may never be used on the highway.

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Step 1
This kit only fits Valve Bodies with this balance whole. If your original plate does not have this balance whole then you need to use another kit.

Identify Valve Body.

Balance Whole

Step 2
If trans is apart, install Seal Rings.

One small Seal

Forward drum

Direct drum

Two smallest rings not furnished in kit.

Pump
Step 3
Install new plain lower 1-2 Accum spring as shown. Some models use upper spring, reuse it.

Step 4
With a Vale Body bolt and small hammer, gently tap the tapered orifice into this whole.
Step 5
Install converter with multiple clutche converter then skip this step. Drill one or two .076 to .083 holes down through the bottom of the most outboard passage.

One Hole = Slightly firmer Lockup
Two Holes = Much firmer Lockup
Step 6
For slightly later throttle on up-shifts install new Green TV spring. No need to grind TV valve.

Step 7
Turn the valve body over. Using the edge of a large file, file a notch about halfway thru the thickness of this partition.

Step 8
Install New Orange Spring:
- Yellow 12 Valve Engine
- White 24 Valve Engine
- White Gas Engine
**Step 9**
For models without a TV cable (Use a Throttle Motoor) and is equipped with an engine chip or tuner: Install the gold spacer into the part throttle body. Then install the part throttle (PT) valve. This will reduce the possibility of a light throttle 2-3-2-3-2-3 shuttle shift condition. This condition has not been found on TV cable equipped models.

No need to remove these three springs & valves.

**Step 10**
Install new transfer plate between cover and part throttle body.

Using a pick and a small hammer taper the top of this hole to help start the pin. Install pin furnished into this hole, using needle nose pliers and smaller hammer. File flush if needed PT body must sit flush against VB.
Step 11
Insert spring and ball into valve body pocket. Use the Mumbly Peg to hold the ball in place. Insert new Manual Valve and reassemble the rooster comb. Remove peg.

Step 12
Install Cherrybomb here: Careful to align stem UP through hole in plate when putting valve body half’s together.
**Step 13**
Grind one notch on slight angle to about the middle of this land. Reuse original spring.

**Step 14**

**Cutaway View: Valve Shown In Park**

**Step 15**
Place .156 drill into hole shown and drill all the way through the accumulator housing. With small punch drive plug into hole just below flush.
**Step 16**
With small punch drive tapered plug into this hole just below flush.

**Step 17**
Install the new transfer plate.

**Step 18**
Discard original spring. Install new Red Springs.
Step 19

48RE VB’s have hole here. If the original plate does not have this hole use PPE’s Dodge VBR kit.

New Separator Plate
Make A & B .106

1/4” Ball

Channel Casting
.187 Ball
**Step 20**

Install New Shim and Spring Seat on PR valve before installing new inner and outer PR springs.

![Diagram of PR Valve and Components]

- **Reused**: PR Valve
- **Shim**: Inner PLAIN, Outer ORANGE
- **Spring Seat**: SPRING SEAT
- **Spring Retainer**: Spring Retainer
- **Install SPRING SEAT flat side like this.**

**Step 21**

With 3/16” allen wrench, turn adjustment screw clockwise until spring seat is just flush against the inside edge of spring retainer.
Step 22
Install the new Lockup Bracket.