



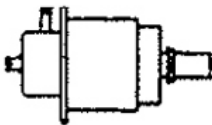
PLEASE READ THE FOLLOWING INSTRUCTIONS BEFORE INSTALLATION.

DON'T BE MISLEAD BY CAN SIZE

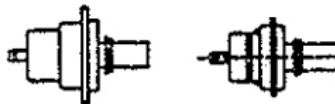
Although these modulators may look like the O.E. aneroid version, they are not, nor have they ever been. For over 20 years transmission repair shops have been replacing the O.E. modulator with one of these look-a-likes on TH400, TH350 and similar transmissions. While these look-a-likes have similar physical characteristics to those of the O.E. Aneroid, they often fall short of meeting the O.E. specs. This small can version exceeds the O.E. specs. This is why the look-a-like versions have been obsoleted. Distinctive advantages over the look-a-likes are given below.

Disadvantages of the large can versions:

- 1) Limited or no adjustability.
- 2) Once adjusted, screw must be resealed with RTV, leaving modulator, and vehicle prone to vacuum leaks.
- 3) Several components are required to make diaphragm asm. Assembly methods often employed lead to short diaphragm life and oil leakage.



OBSOLETE



REPLACED BY

Advantages of the small can version:

- 1) Wide range adjustability.
- 2) Pre-calibrated to factory specs.
- 3) Mod pressure is easily adjusted by turning adjustment screw. No RTV sealing is required.
- 4) Unique 1 pc. Diaphragm ASM for extended life and performance.
- 5) Exceeds O.E. aneroid specs.

FOR OPTIMUM SHIFTING POINT SOME ADJUSTMENT MAY BE REQUIRED
Adjustment Instructions:

- 1) For each full revolution (360 degrees) of adjusting screw (remove hose/in tube) road speed at shift will CHANGE. Turning clockwise (in) will DECREASE and counter clockwise (out) will INCREASE the speed at which the transmission shifts.