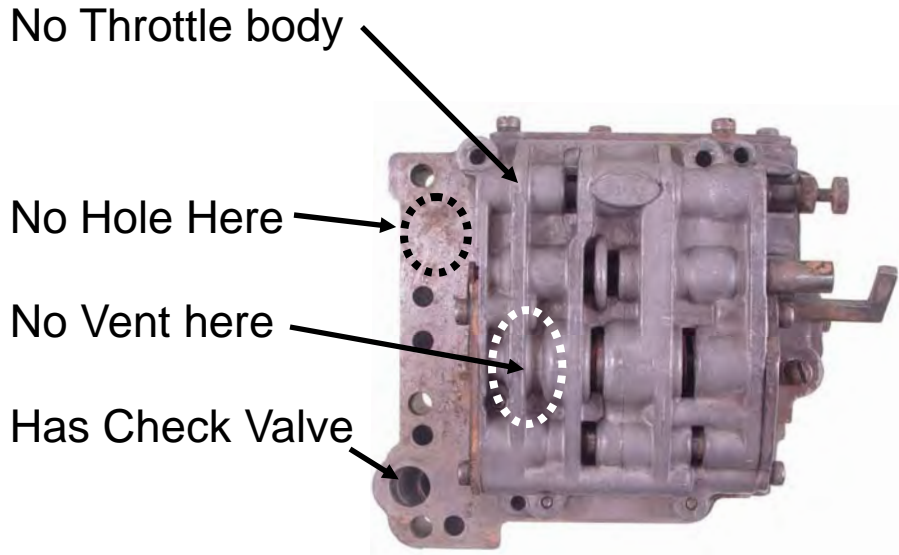


# FM3 Cast Iron Fordomatic 1951-54 No Vacuum Modulator

## P R N D L

**D** Starts in 2nd. Shifts to 3rd  
Will kickdown to 2nd to Prox 53 mph  
Will kickdown to 1st to Prox 24 mph.

**L** Starts in 1st and will not shift  
Can select 1st under prox 33 mph  
Above prox 35 it goes to 2nd.

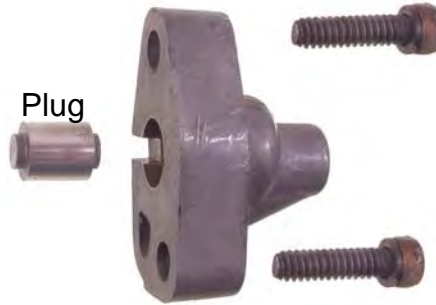


Lower body

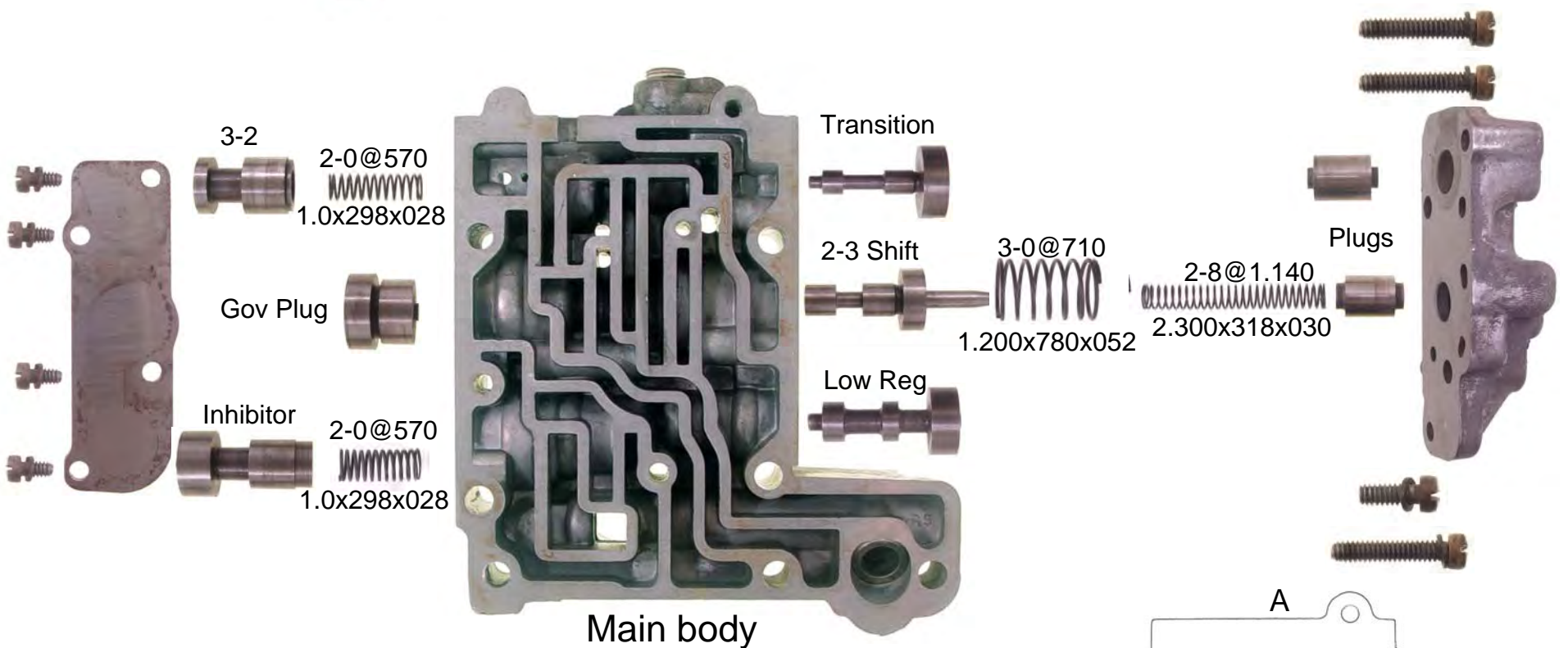
Front servo apply



Plug

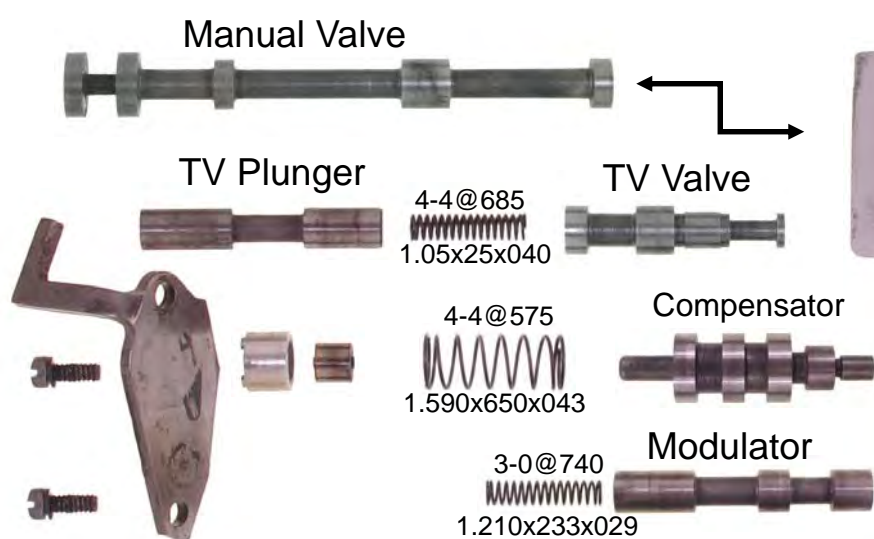


No Plate between lower body and main body.



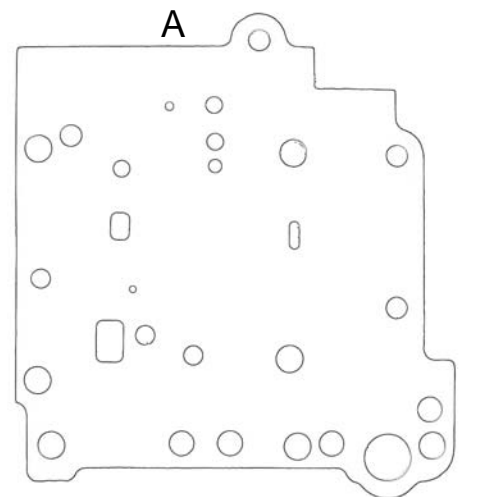
Main body

Upper body



A

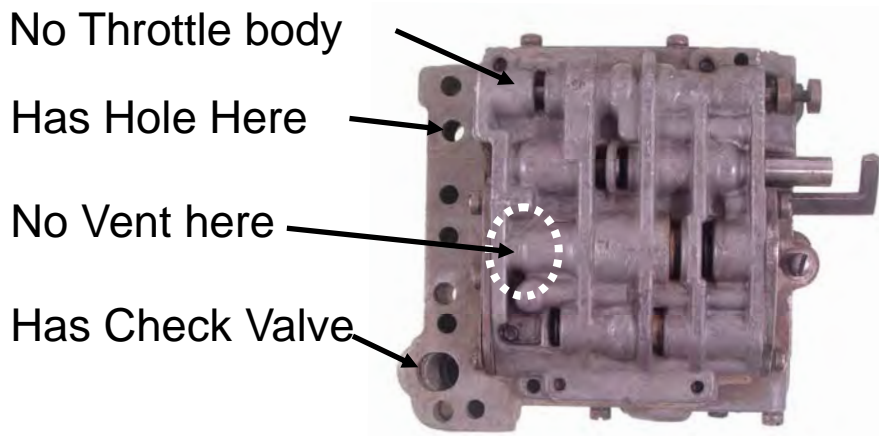
Modulator Plug



Valve Body Kit: Not Available.

# FM3 Iron FordOmatic 1955-58 No Sprag-Trigger Torque

## P R N D L



**D** Starts in 2nd. Shifts to 3rd  
Will kickdown to 2nd to Prox 53 mph  
Will kickdown to 1st to Prox 24 mph.

**L** Starts in 1st and will not shift  
Can select 1st under prox 33 mph  
Above prox 35 it goes to 2nd.

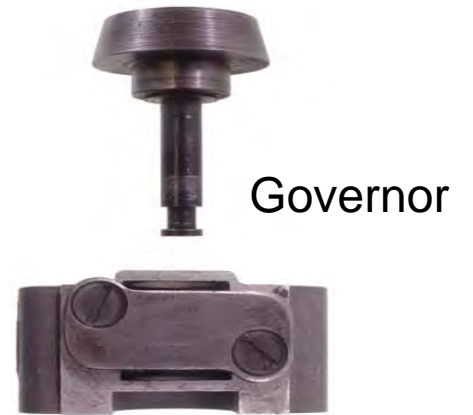


Lower body

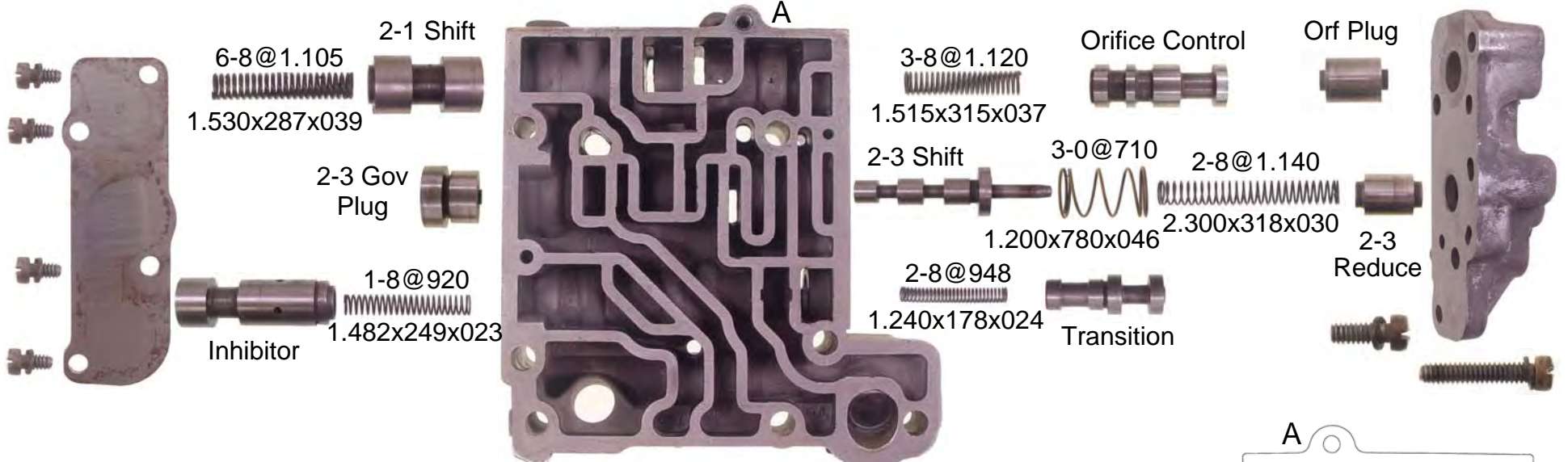
**1955-58** No Valves in Lower Body

No Plate between lower body and main body.

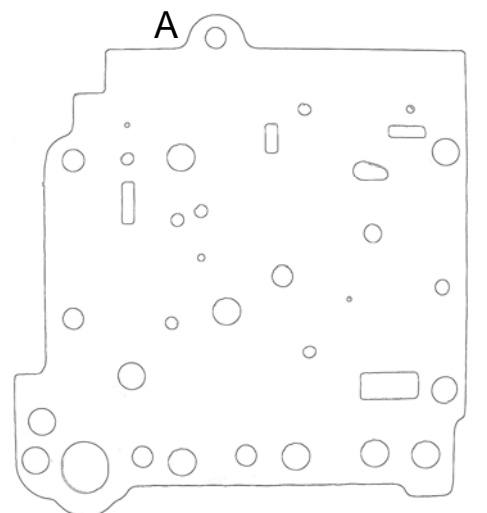
**Listen:** Don't use Bronze Clutches.  
Use half as many paper as it had bronze and flat steel plates.  
Front clutch clearance .010 to .025.  
Rear clutch .065-.095.



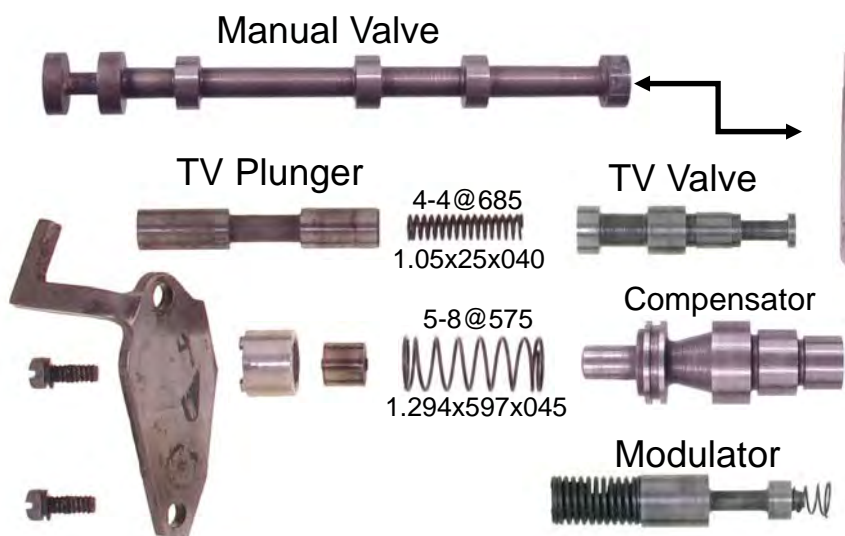
Governor



Main Body



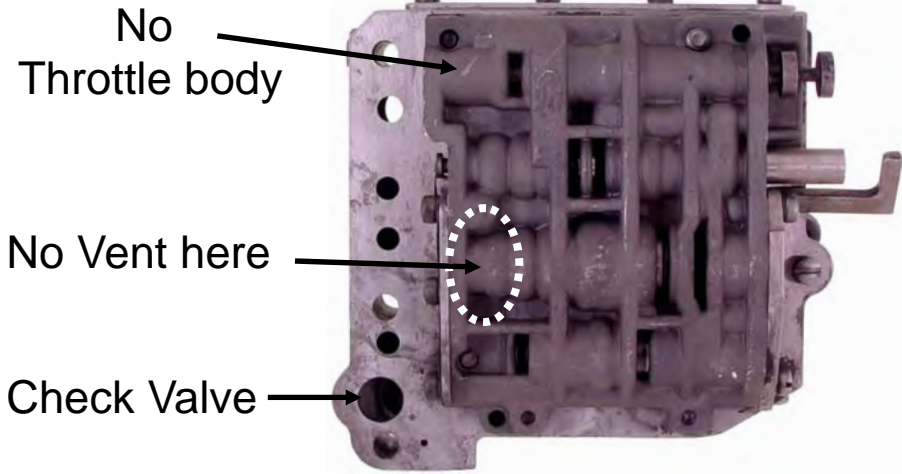
Upper Body



A

# Valve Body Kit: SK<sup>®</sup> 3

# FM3 Cast Iron Cruiseomatic 1959-60 No Vacuum Modulator

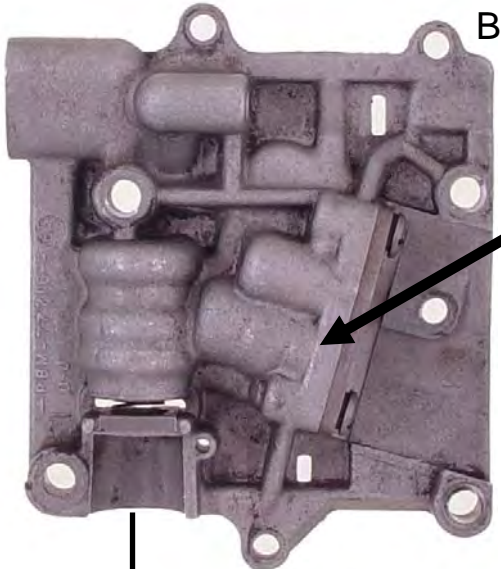


**P R N D2 D1 L**

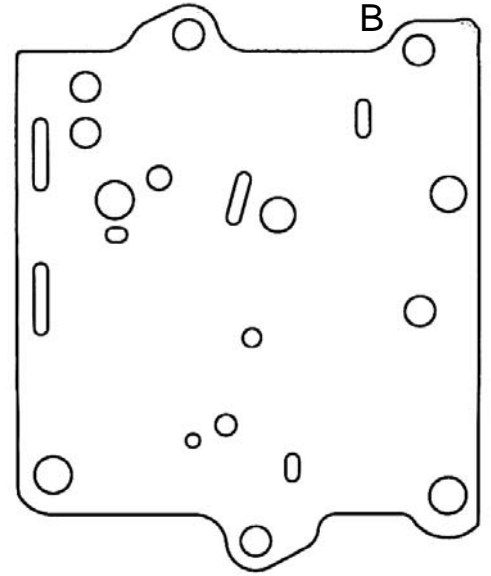
**D2** Starts in 2nd. Shifts to 3rd  
Kickdown to 2nd but not to 1st

**D1** Starts in 1st and shifts 1-2 & 2-3  
Kickdown to 2nd or 1st, speed controlled

**L** Starts in Low [1st] and does not shift.

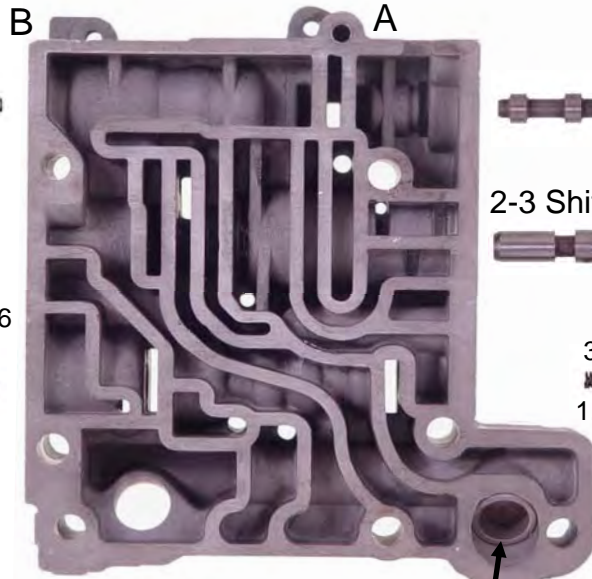
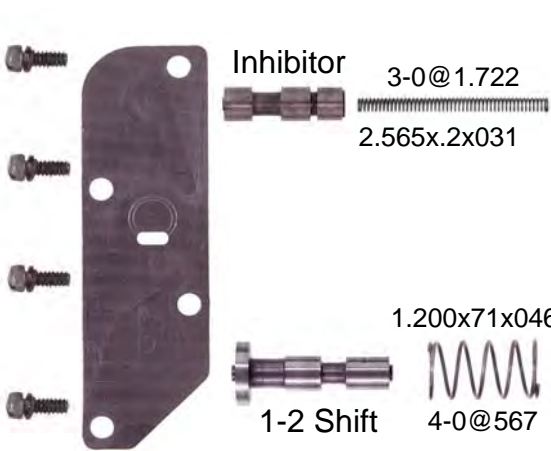


Fordomatic: No valve or valve casting here.

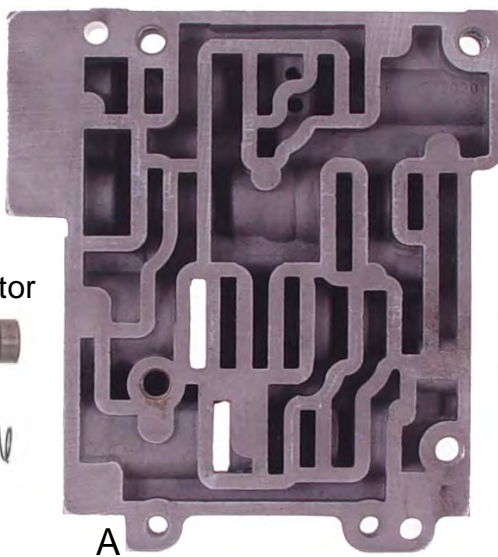
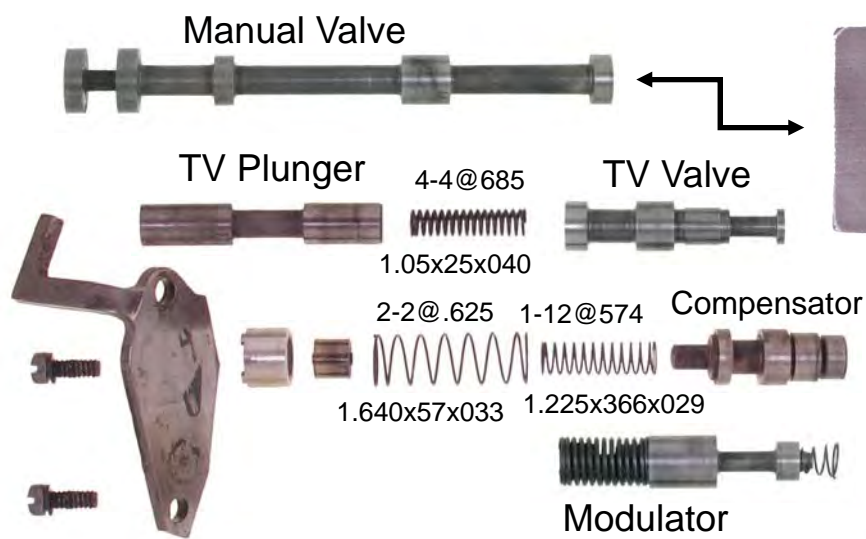
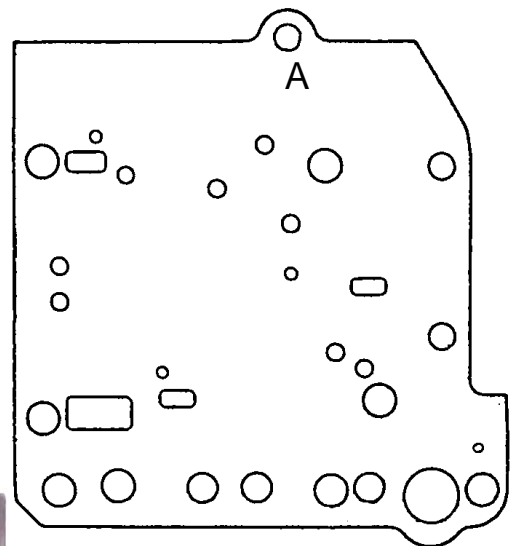
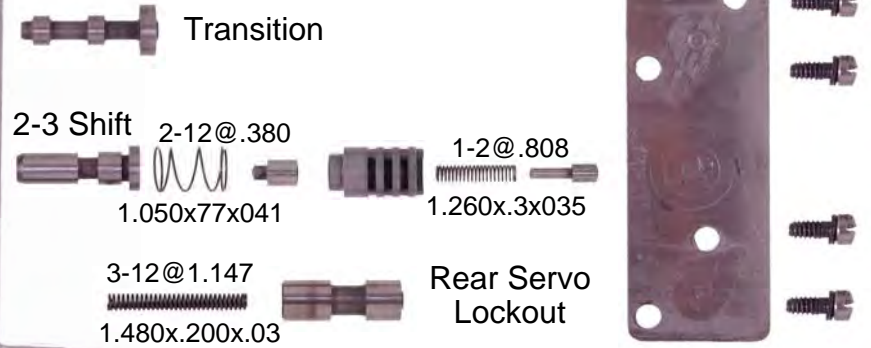


**LISTEN UP:**

Install all end plate bolts loosely.  
**LAST THING:** Tighten plate bolts.

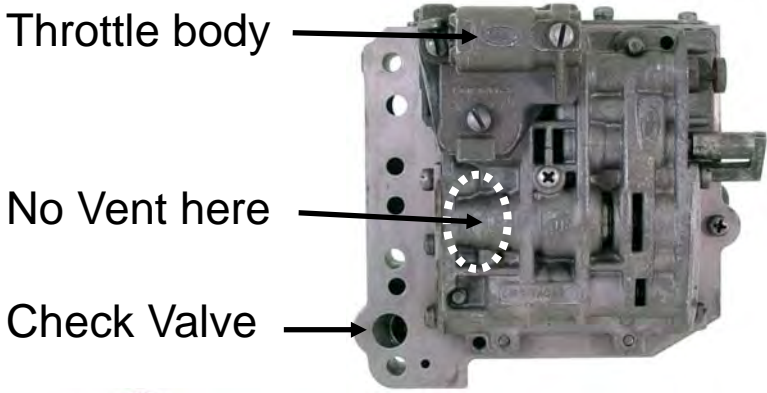


Check Valve



# Valve Body Kit: SK<sup>®</sup> 3V

# FM3V Cast Iron Cruiseomatic 1961-63 Has Vacuum Modulator

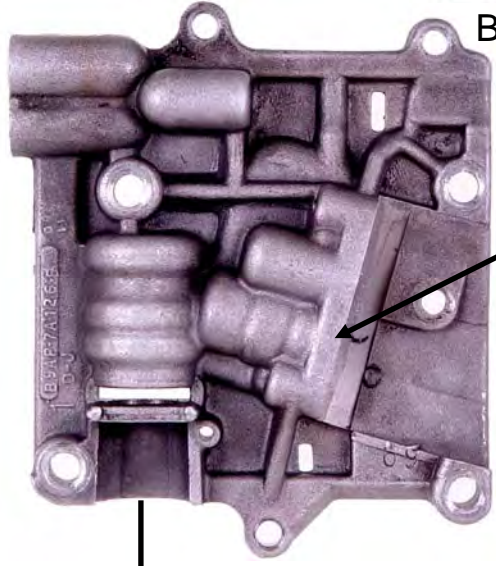


## P R N D2 D1 L

**D2** Starts in 2nd. Shifts to 3rd  
Kickdown to 2nd but not to 1st

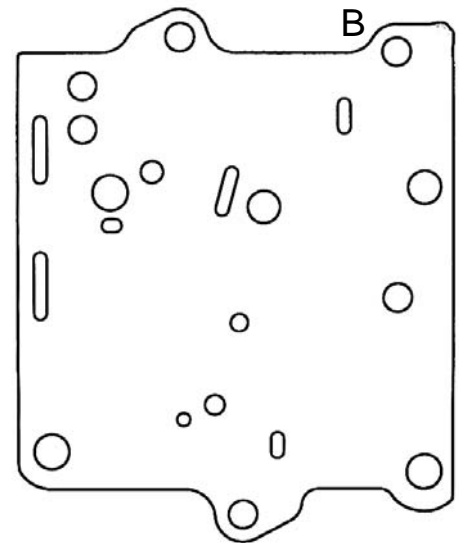
**D1** Starts in 1st and shifts 1-2 & 2-3  
Kickdown to 2nd or 1st, speed controlled

**L** Starts in Low [1st] and does not shift.



Fordomatic: No valve or valve casting here.

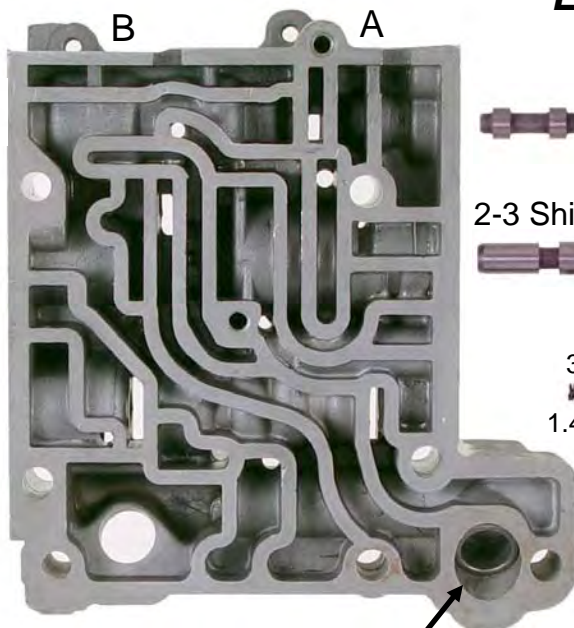
- 1/4" Ball 4oz@.21
- 3-2 400x21x016
- Kickdown 815x19x025
- 8oz@.60



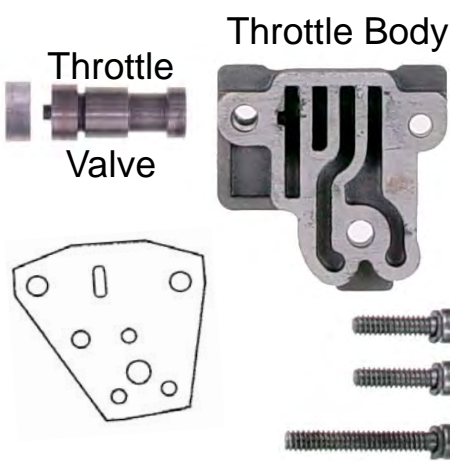
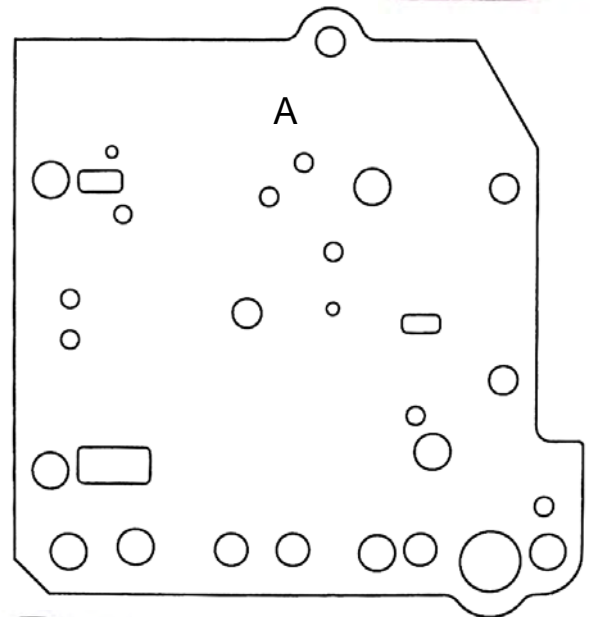
- 3-2 Coast 12oz@440
- .880x45x028

Install the end plate bolts loosely.  
**LAST THING:** Tighten plate bolts.

- Inhibitor 1-8@1.722
- 2.065x2x034
- 1-2 Shift 2-12@567
- 1.420x.71x040



- Transition
- 2-3 Shift 2-12@380
- 1.050x770x041
- 1-2@.808
- 1.260x.3x035
- 3-12@1.147
- 1.480x.2x035
- Rear Servo Lockout

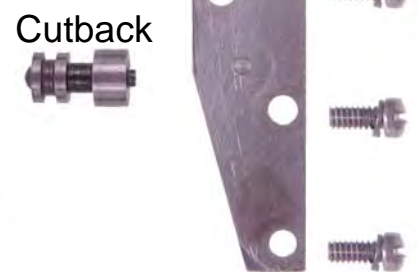
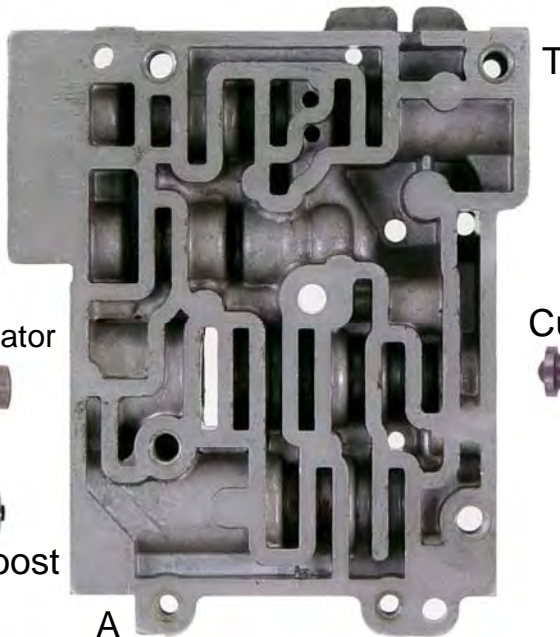


Check Valve

- Manual Valve
- Plunger Kickdown 1-8@.685
- 1.400x24x026



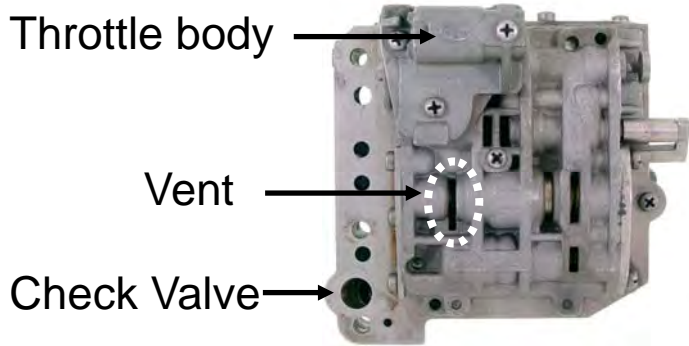
- 2-2@.625 1-10@.574
- 1.640x568x033 1.225x38x034
- Compensator
- 5-8@1.010
- 1.830x.7x048
- Throttle Boost



# Valve Body Kit: SK<sup>®</sup> 3VL

# FM3VL Cast Iron Cruiseomatic 1964-66 Has Vacuum Modulator

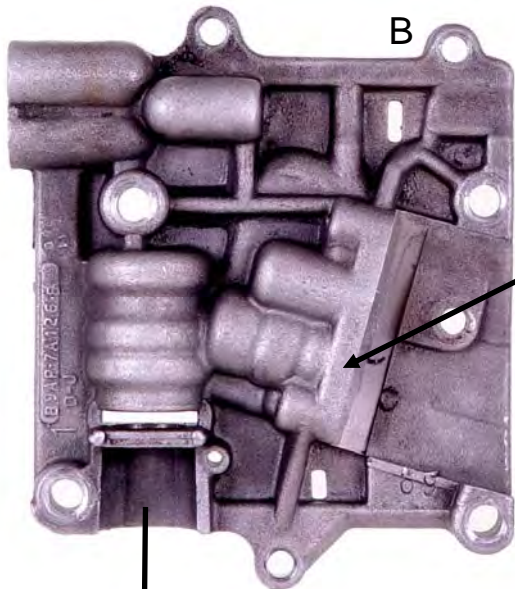
## P R N D2 D1 L



**D2** Starts in 2nd. Shifts to 3rd  
Kickdown to 2nd but not to 1st

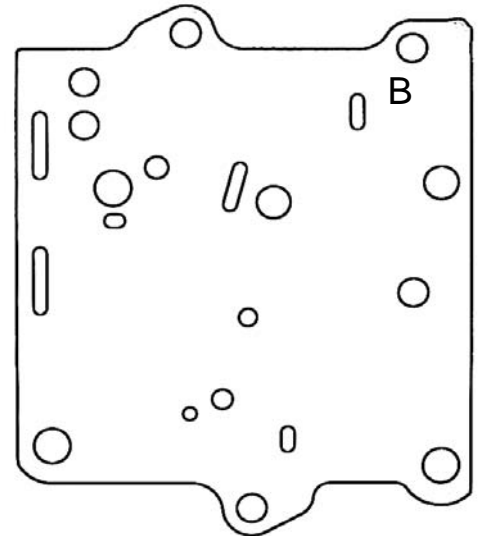
**D1** Starts in 1st and shifts 1-2 & 2-3  
Kickdown to 2nd or 1st, speed controlled

**L** Starts in Low [1st] and does not shift.



Fordomatic: No valve or valve casting here.

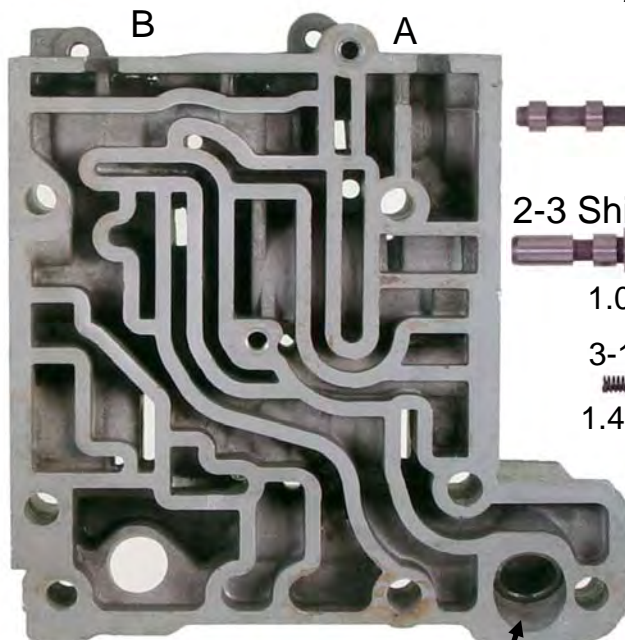
- 1/4" Ball 4oz@.21
- 3-2 400x21x016
- Kickdown 815x19x025
- 8oz@.60



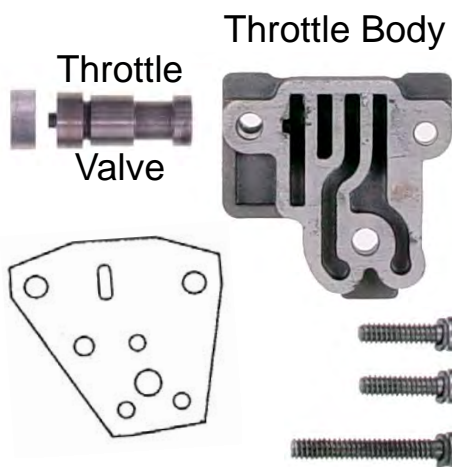
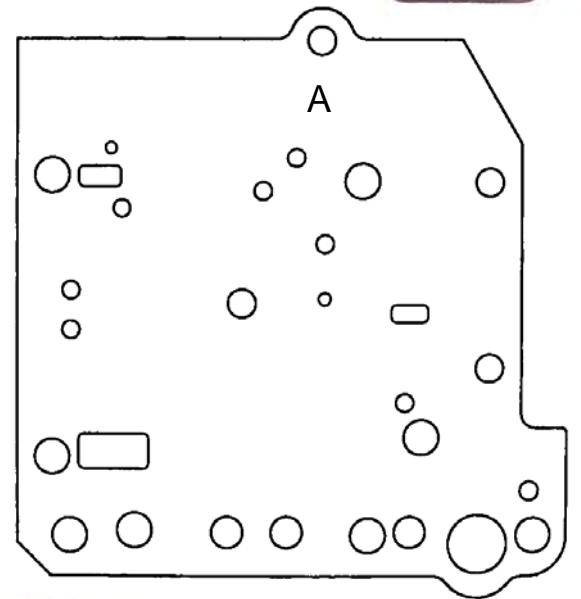
- 12oz@44
- 3-2 Coast 880x45x028

Install the end plate bolts loosely.  
**LAST THING:** Tighten plate bolts.

- Inhibitor 1-8@1.722
- 2.065x.2x034
- 1-2 Shift 2-12@567
- 1.420x.71x040



- Transition
- 2-3 Shift 2-12@380
- 1.050x770x041
- 1-2@.808
- 1.260x.3x035
- 3-12@1.147
- 1.480x.2x035
- Rear Servo Lockout



Check Valve

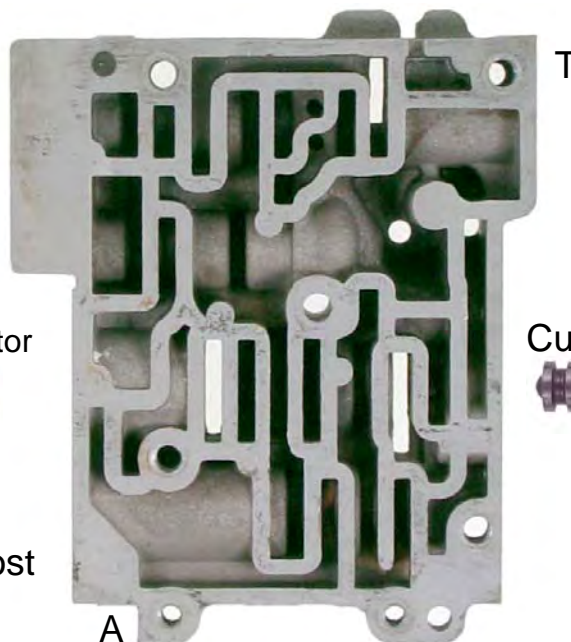


- Plunger Kickdown 1-8@685
- 1.400x24x026



- 2-2@625 1-10@574 Compensator
- 1.640x568x033 1.225x38x034

- 1.830x7x048 Throttle Boost
- 5-8@1.010



Cutback



Valve Body Kits: SK<sup>®</sup>3-67  
 Hi-Perf: 37-1 Stick: 67-3

# FM3-67 FMX Iron Cruiseomatic 1967-72

## PRND21

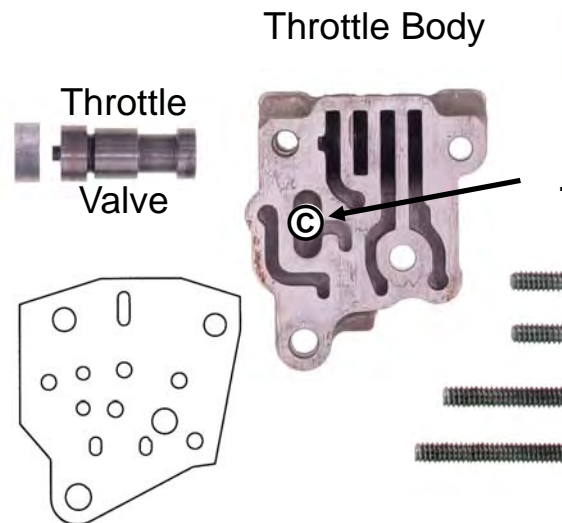
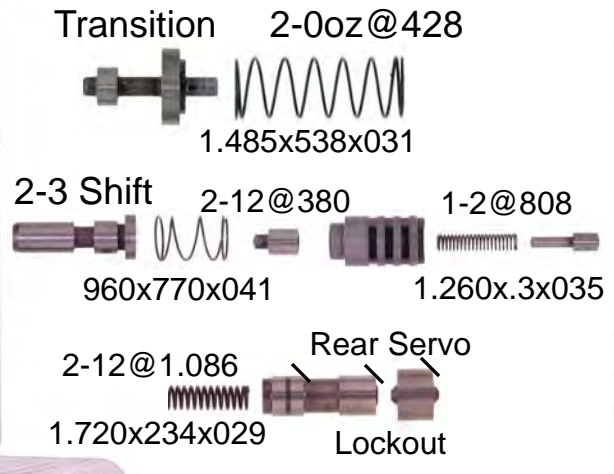
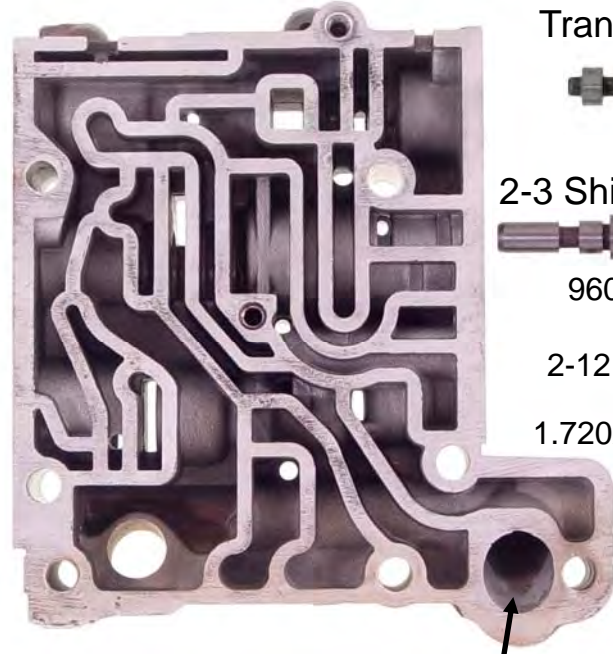
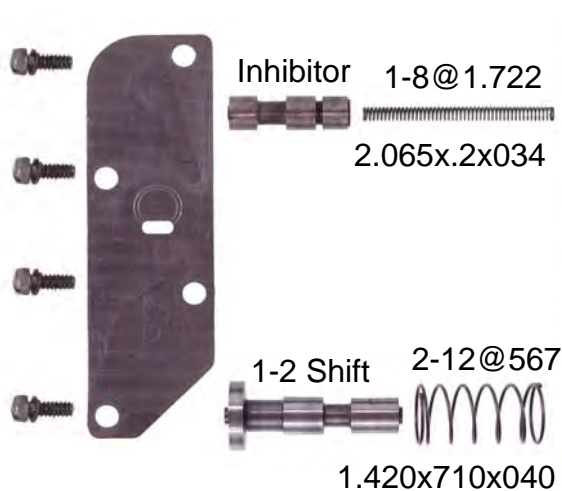
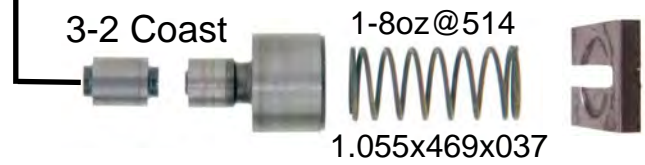
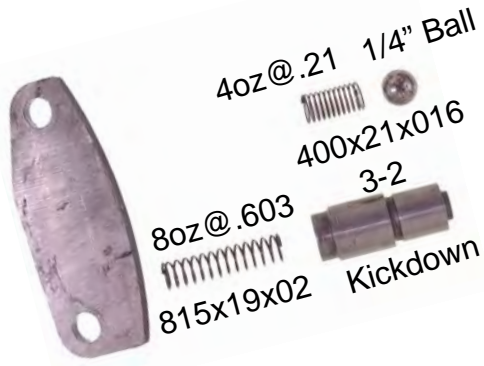
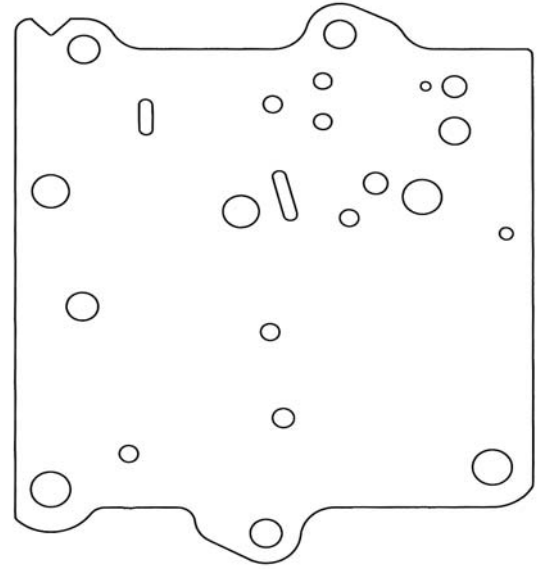
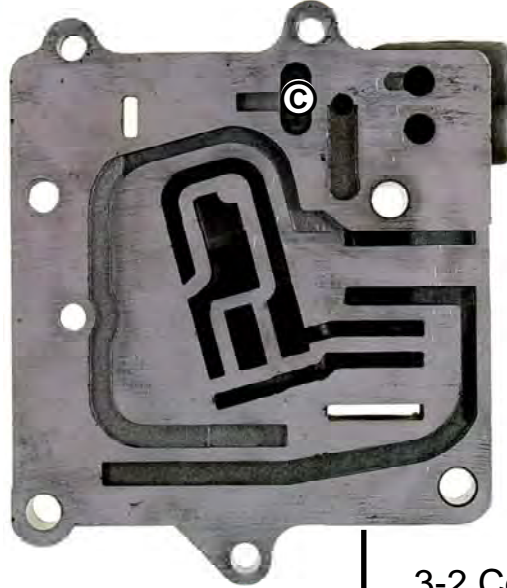
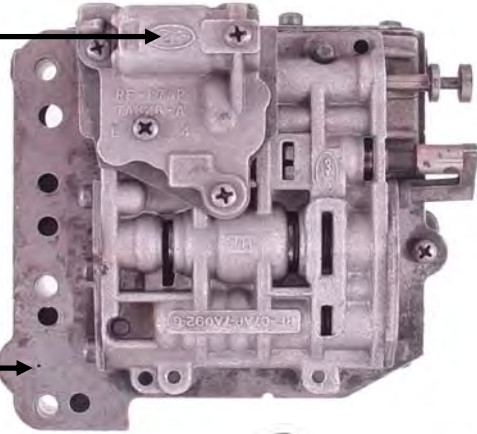
**D** Starts in 1st and shifts 1-2 & 2-3  
 Kickdown to 2nd or 1st, speed dependent.

**2** Starts off and stays in 2nd.

**1** Starts off and stays in low [1st]

Throttle body

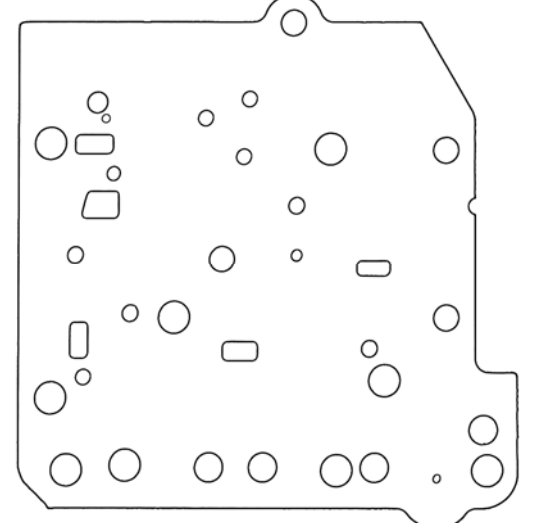
No Check Valve here.  
 Small hole



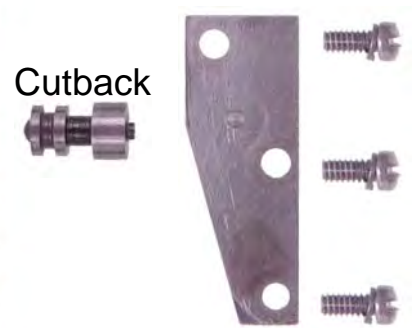
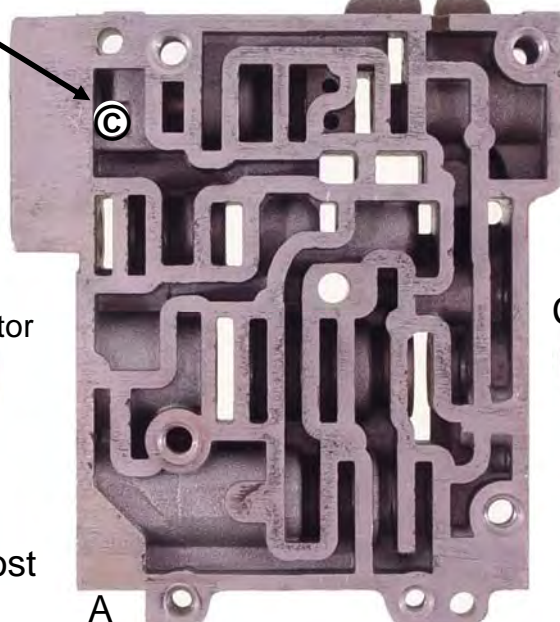
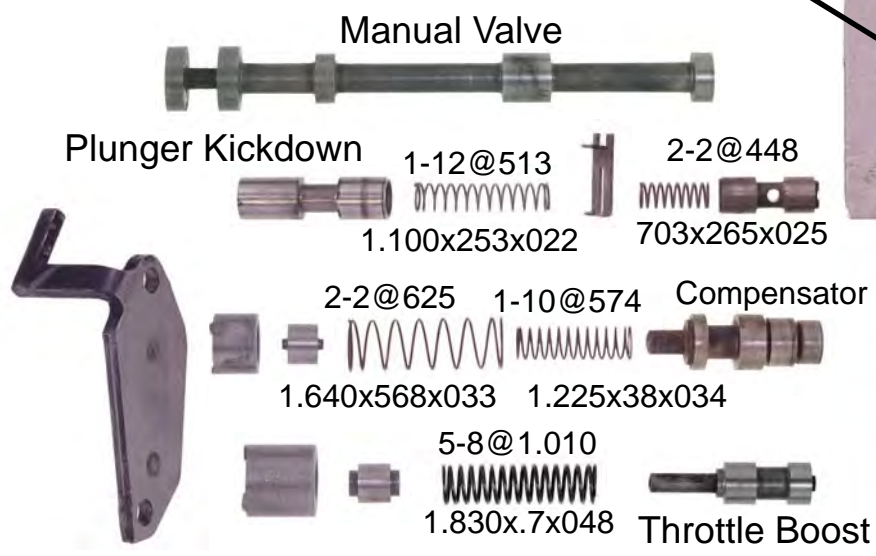
No Check Valve

### LISTEN UP

Install the end plate bolts loosely.  
**LAST THING:** Tighten plate bolts.



.250 Steel Ball



A

Valve Body Kits: SK<sup>®</sup>3-73  
High Performance: 33-1

# FM3-73 FMX Iron Cruiseomatic 1973up

## PRND21

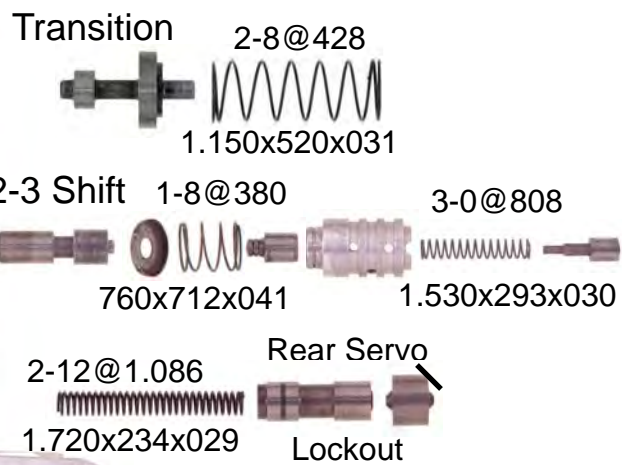
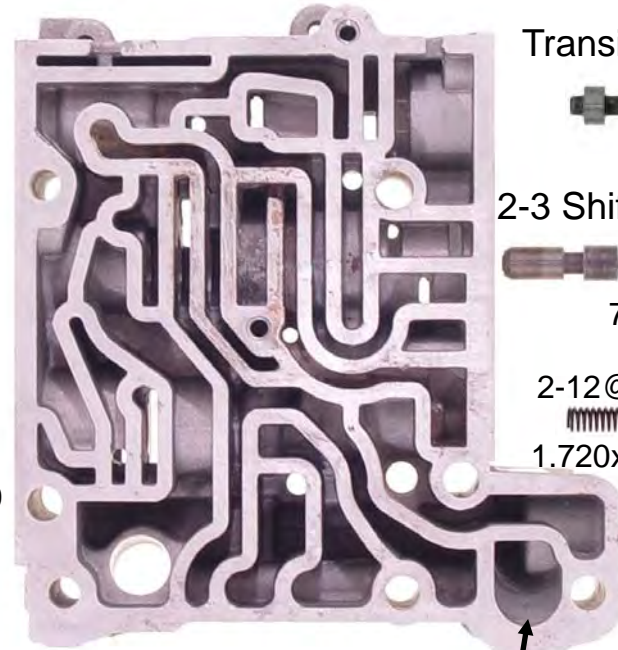
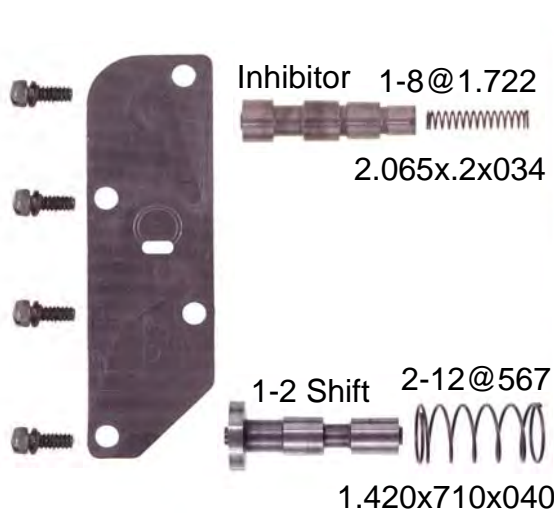
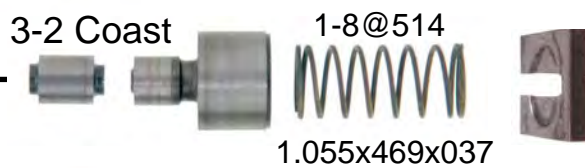
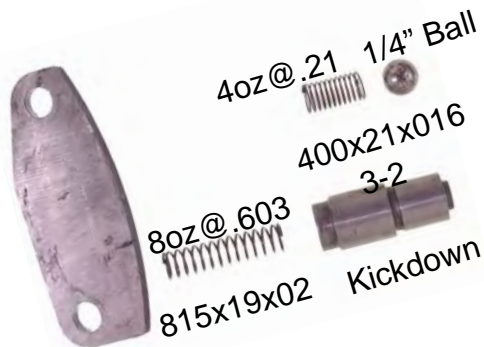
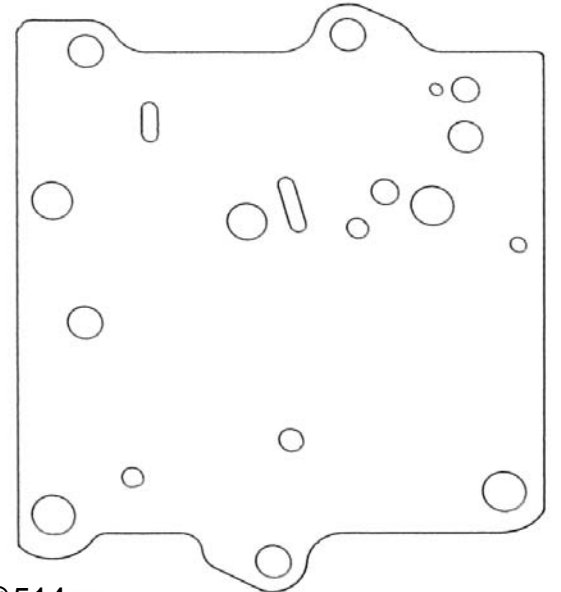
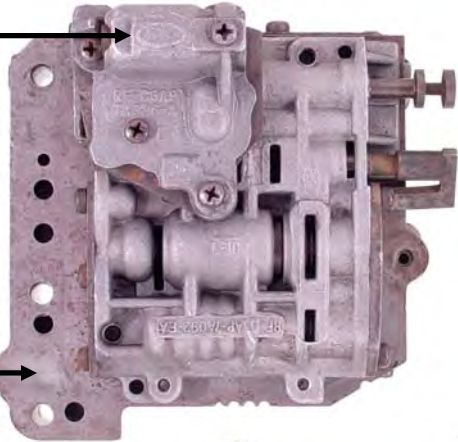
**D** Starts in 1st and shifts 1-2 & 2-3  
Kickdown to 2nd or 1st, speed controlled.

**2** Starts off and stays in 2nd.

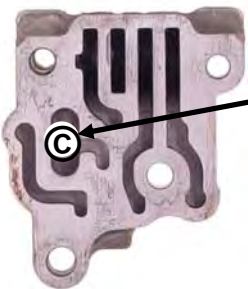
**1** Starts off and stays in low [1st]

Throttle body

No Check Valve here.  
No hole



Throttle Body

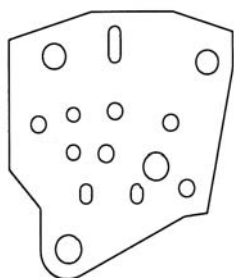
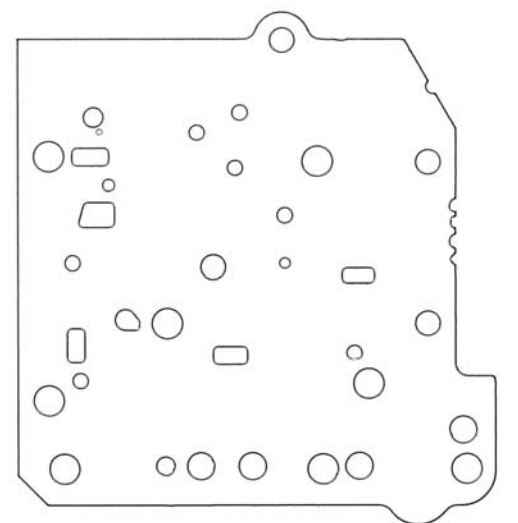


.250 Steel Ball

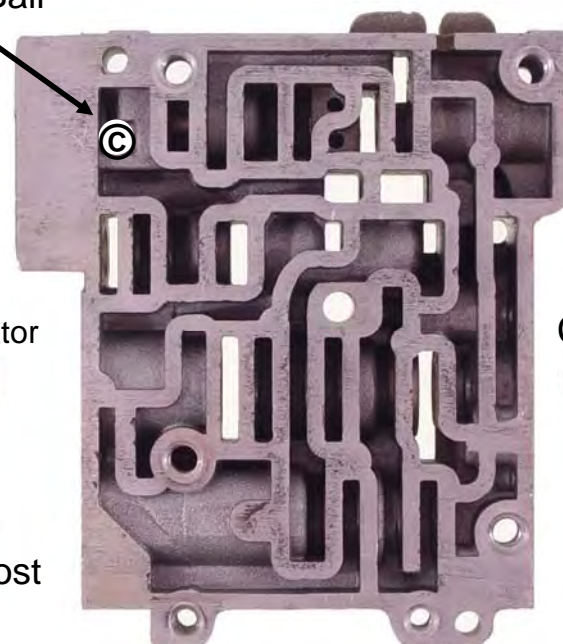
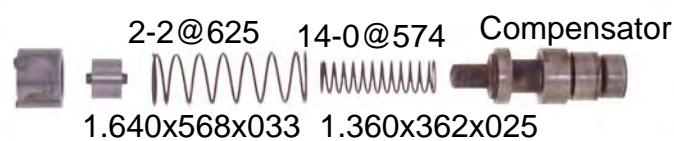
No Check Valve

### LISTEN UP

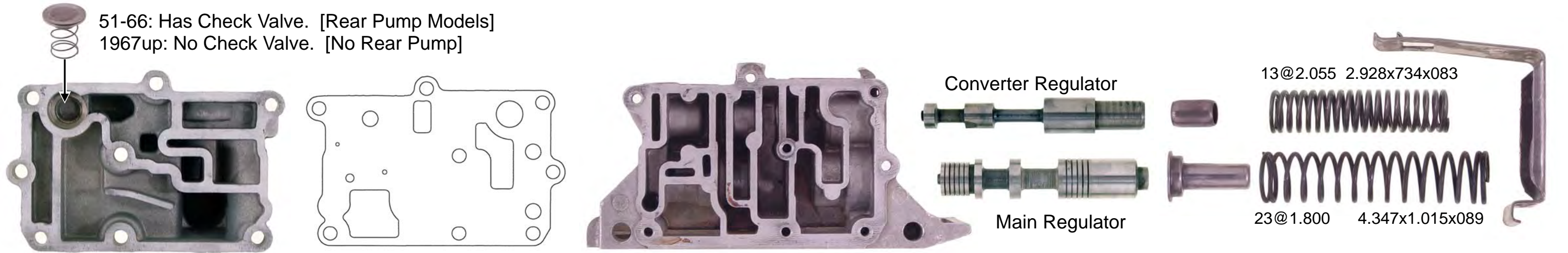
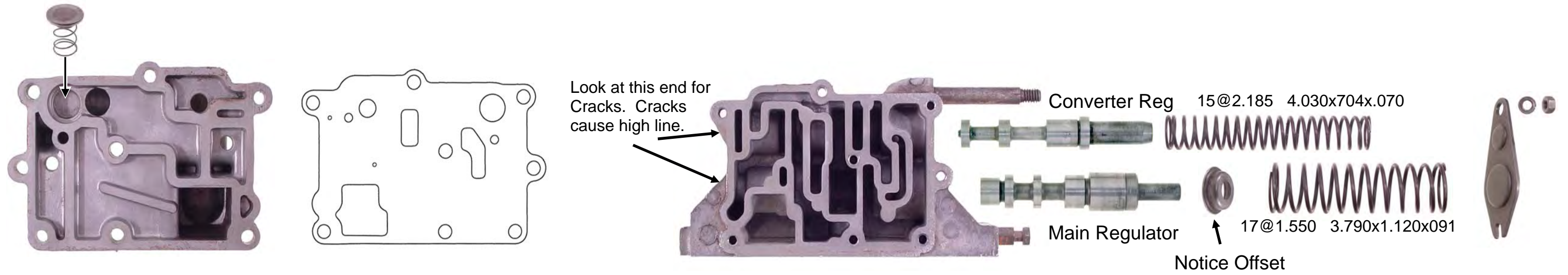
Install the end plate bolts loosely.  
**LAST THING:** Tighten plate bolts.



.250 Steel Ball



# FM3 Pressure Regulator Assemblies 1951-77



Filter Casting 51-58



Filter Casting 61-65 410 & 430



Filter Casting 59-77

