

# SK<sup>®</sup> 2

1959-65 Ford 2 Speed

With or without Vacuum Modulator

## Reduces/Corrects/Prevents:

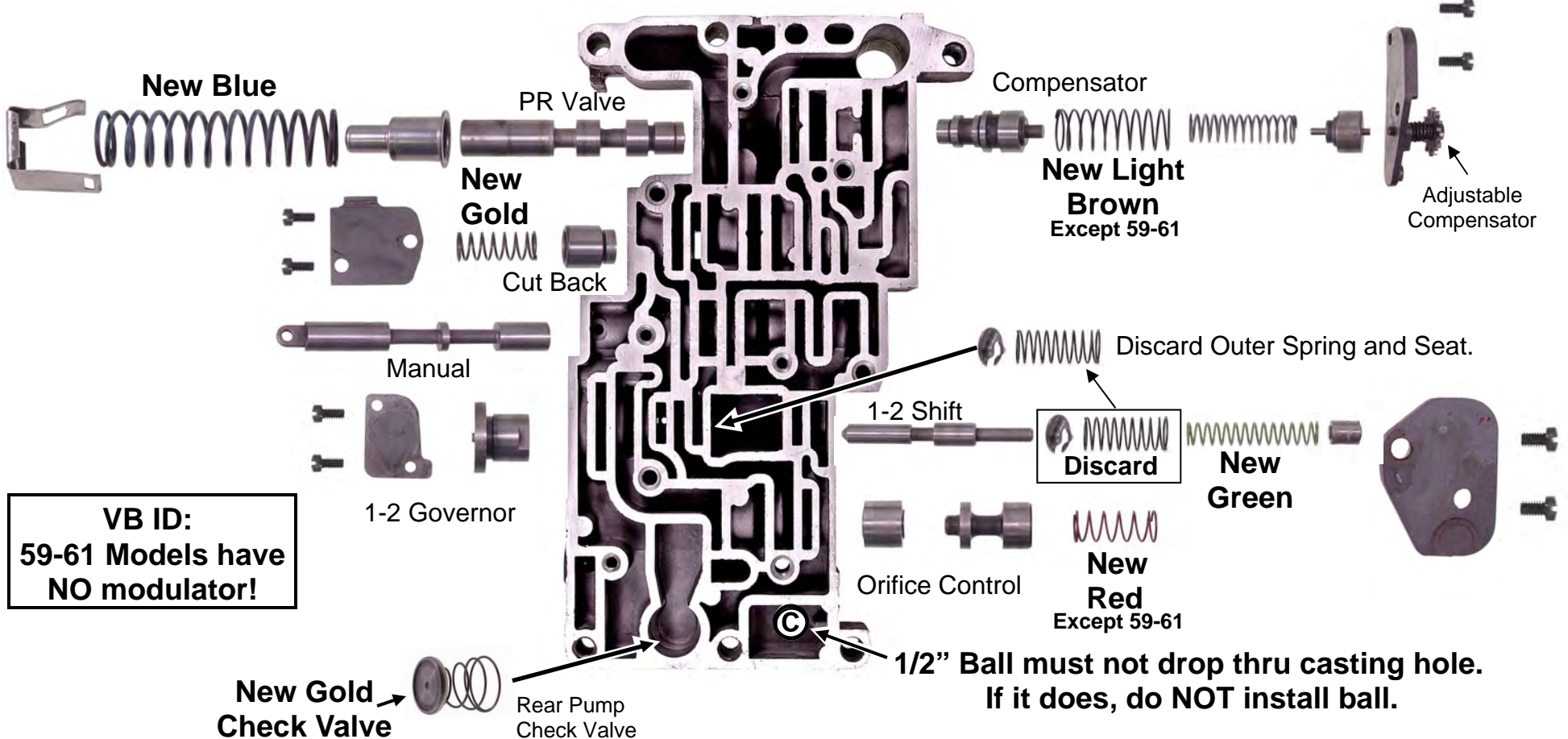
Runs too long in 1st gear, No upshift cold, Shifts too slowly (mushy and long), Coast down clunks, Rough engagements, Spin-up on light throttle up-shift, Runaway at heavy throttle.



Models with adjustable Compensator: Measure from tip of screw to surface of plate.

**Adjustment:**  
1/8" for passenger  
1/16" for Police, Taxi.

61-65 Model Shown



# Throttle Valve Body

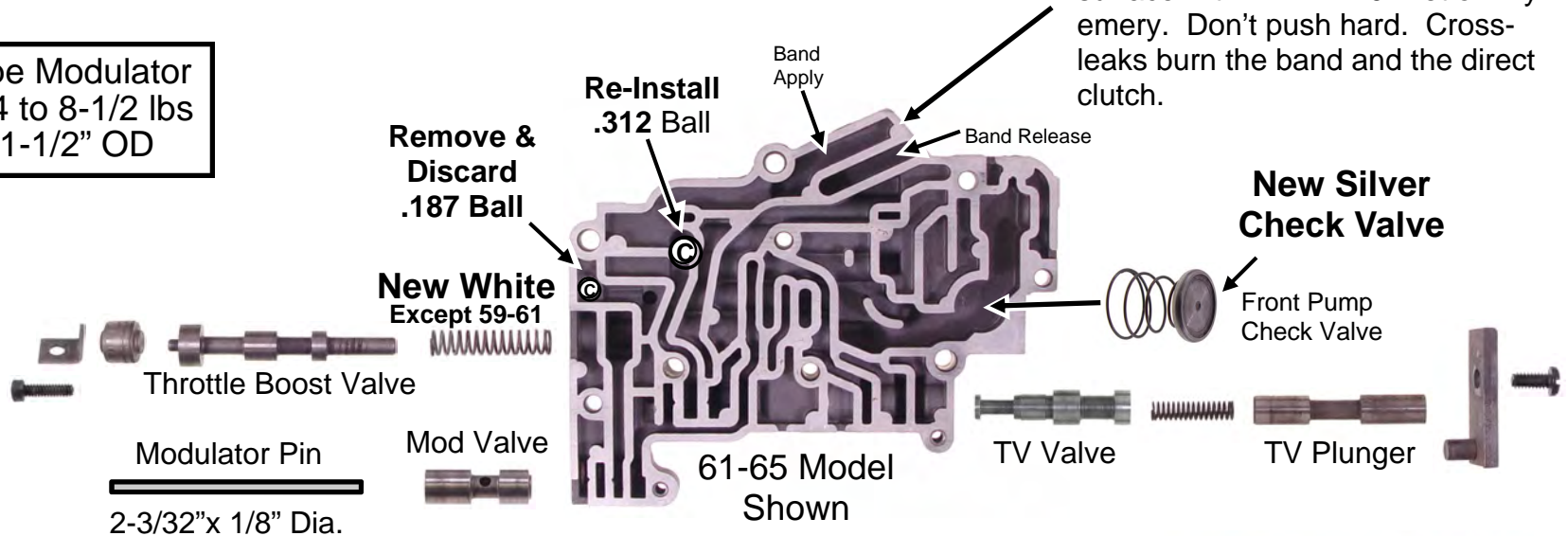
Use Blue Stripe Modulator  
Tension: 7-1/4 to 8-1/2 lbs  
Diaphragm 1-1/2" OD

Sand Body in this direction until shiny.

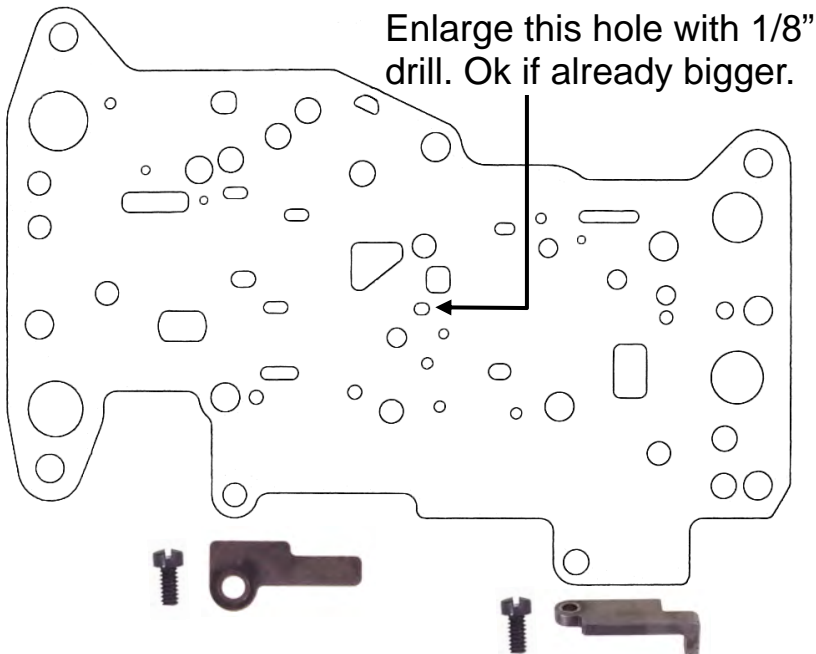


## CAUTION!!!

Pointed end warps away from case. Sand the Channel Casting on a flat surface with **NEW** 120 Wet or Dry emery. Don't push hard. Cross-leaks burn the band and the direct clutch.



Install New **Orange Front Servo Return Spring** (Cover O-ring provided)



### Band Adjustment:

**Front Band:** Tighten Adjuster to 10 inch pounds (snug with a short wrench) and back off 1 turn. Tighten lock nut.

**Rear Band:** Requires a .170 inch spacer between adjuster nut and pivot ball. While holding servo rod from rotating, tighten adjuster nut snug with a short wrench then back off 1.5 turns and tighten locknut. Remove spacer. We ground one side of a "cheap" 11mm open end wrench till it was .170 thick for our spacer. Worked great.

