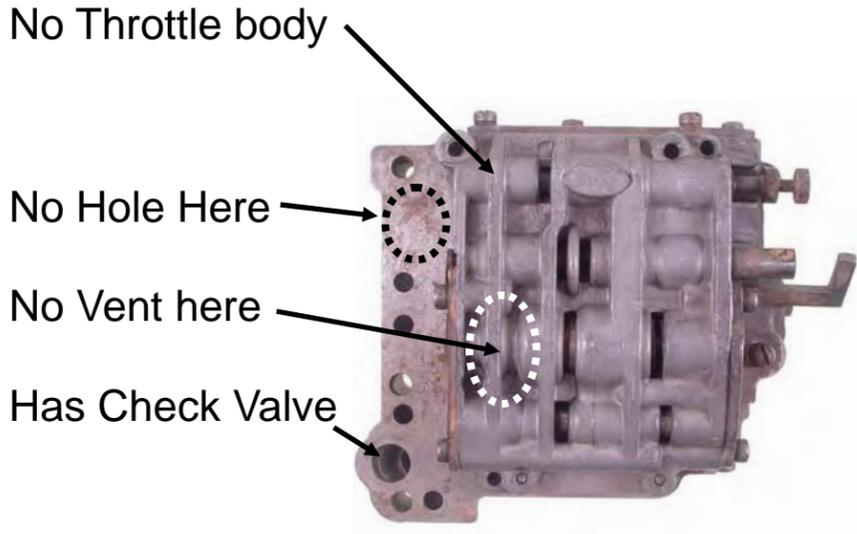


# FM3 Cast Iron Fordomatic 1951-54 No Vacuum Modulator

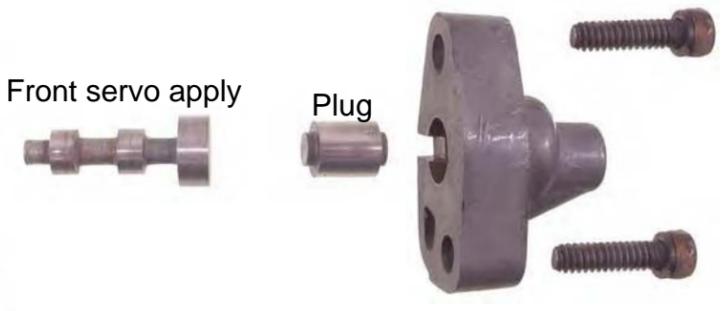
**P R N D2 D1 L**

**D2** Starts in 2nd. Shifts to 3rd  
Will kickdown to 2nd but not to first.

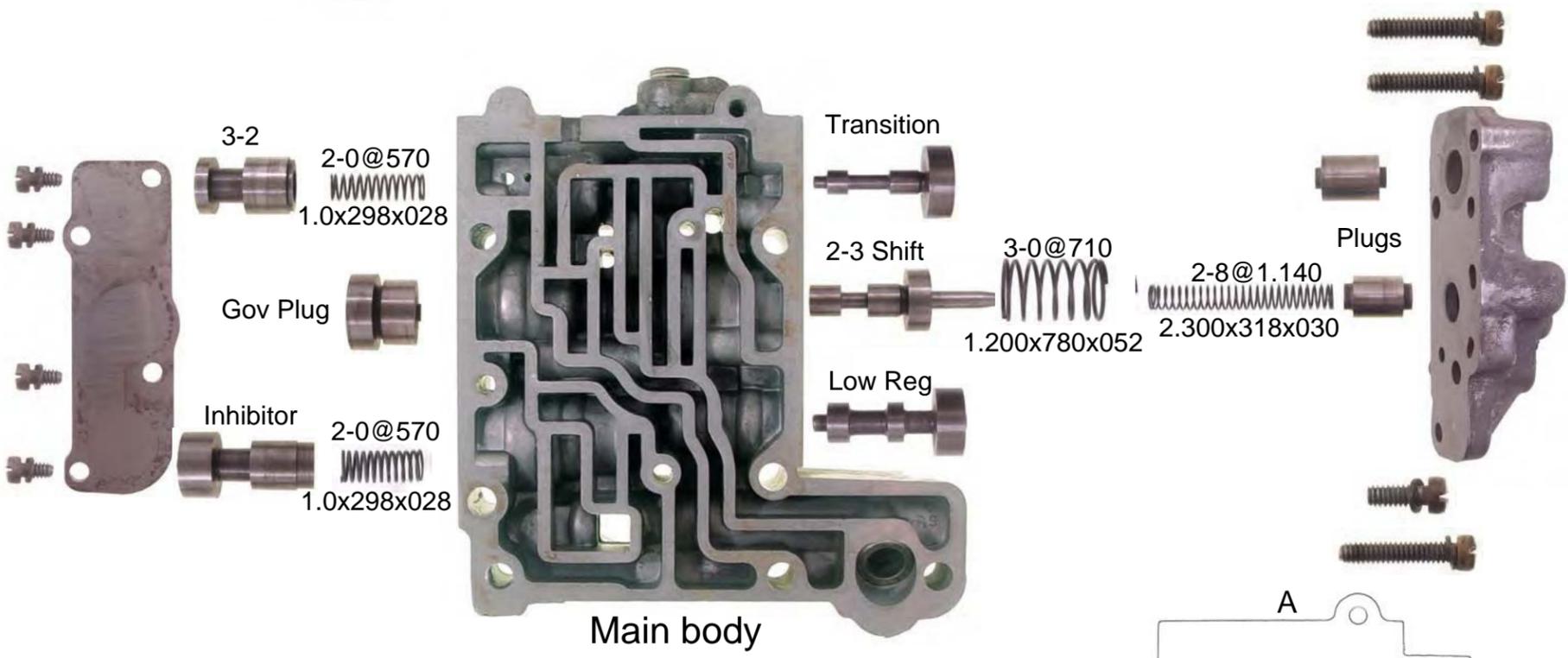
**D1** Starts in 1st and shifts 1-2 & 2-3  
Will kickdown to 2nd or 1st, speed dependent.



Lower body

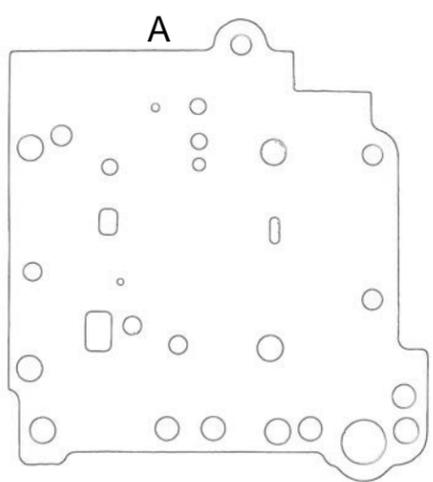
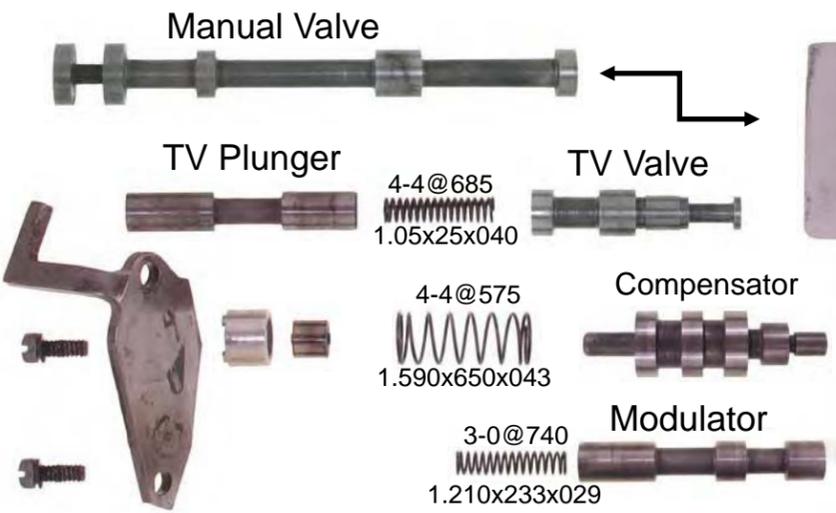


No Plate between lower body and main body.



Main body

Upper body



A

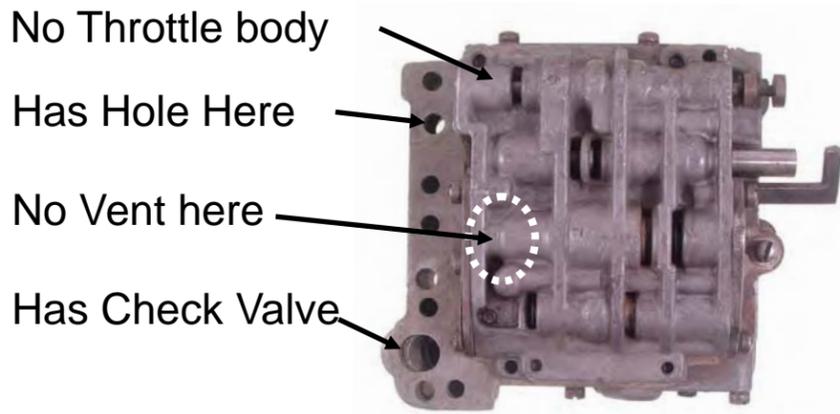


Modulator Plug

Valve Body Kit: Not Available.

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

## PRNDL



**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

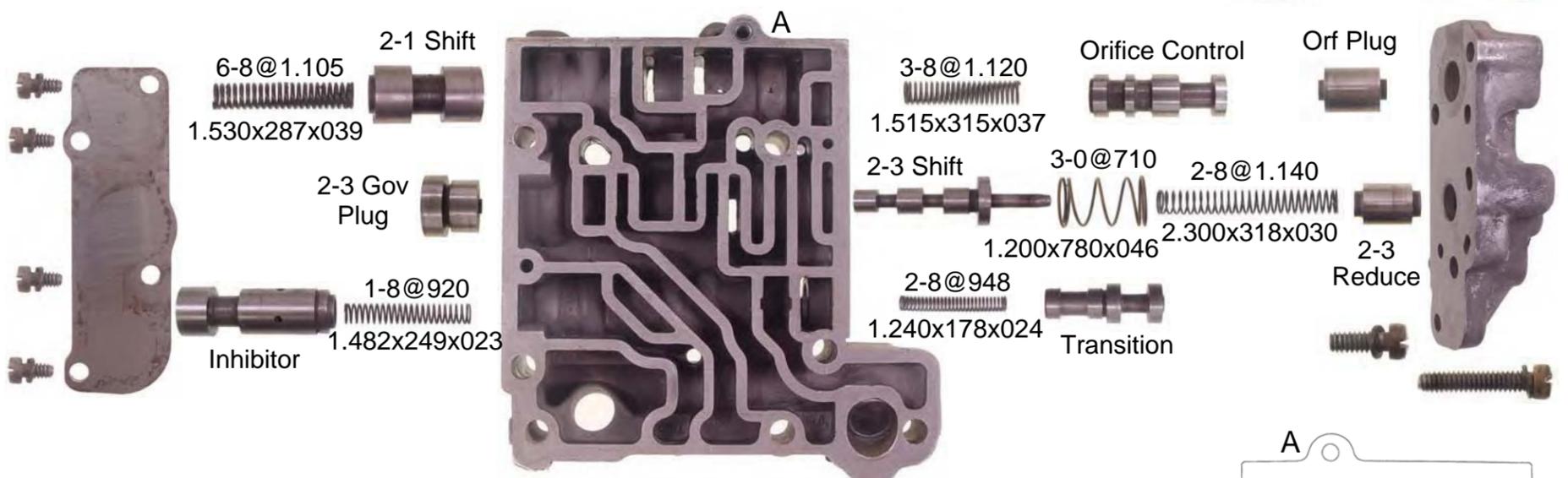
**1955-58** No Valves in Lower Body

No Plate between lower body and main body.

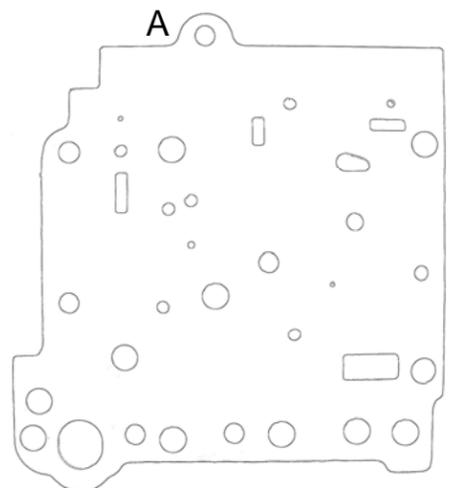
**Listen:** Don't use Bronze Clutches.  
Use half as many paper as it had bronze and flat steel plates.  
Front clutch clearance .010 to .025.  
Rear clutch .065-.095.



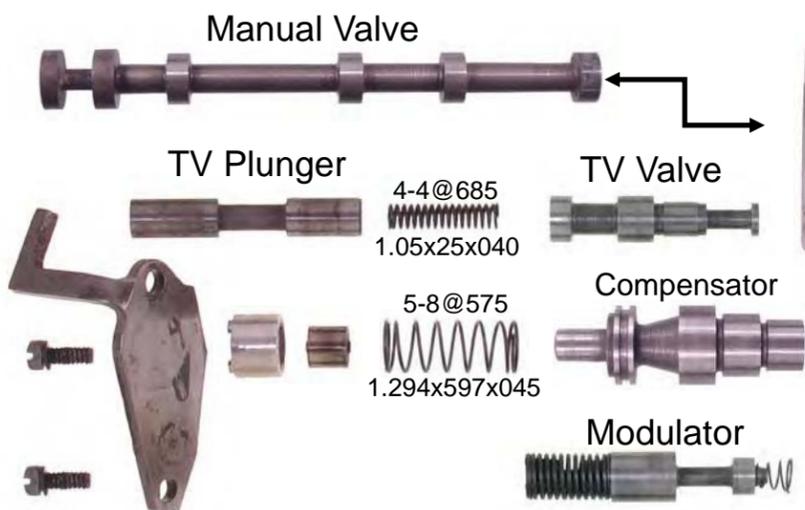
Governor



Main Body

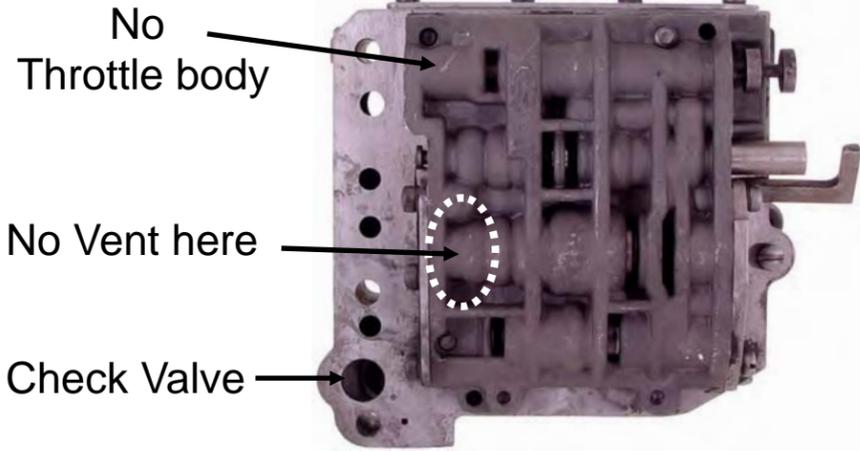


Upper Body



# Valve Body Kit: SK<sup>®</sup> 3

# FM3 Cast Iron Cruiseomatic 1959-61 No Vacuum Modulator

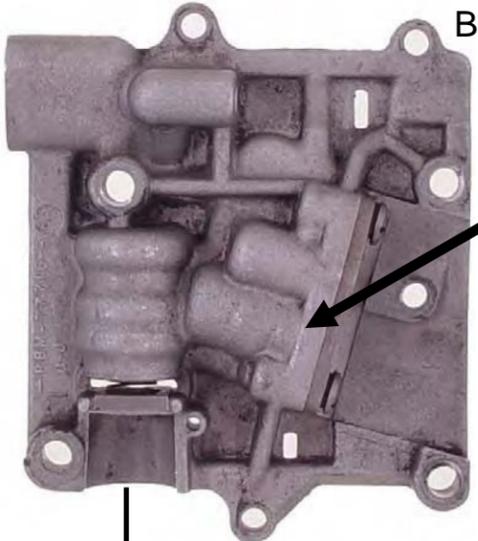


**P R N D2 D1 L**

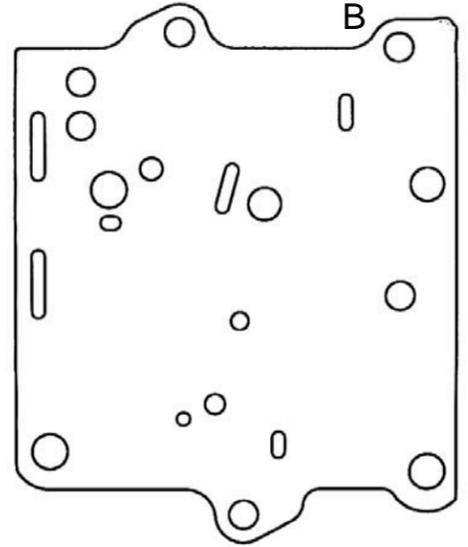
**D2** Starts in 2nd. Shifts to 3rd  
Kickdown to 2nd but not to 1st

**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.

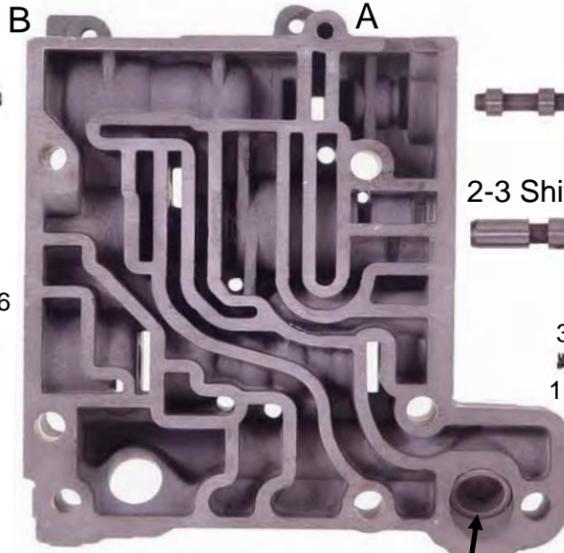
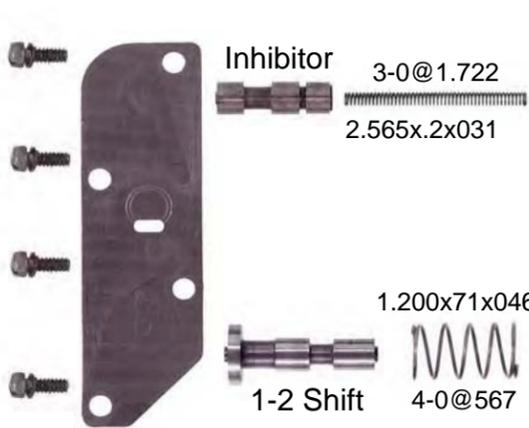


Fordomatic: No valve or valve casting here.

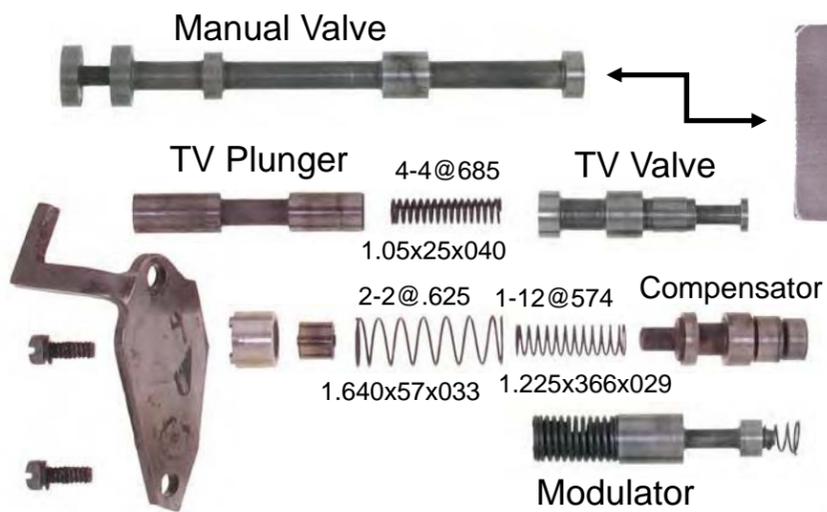
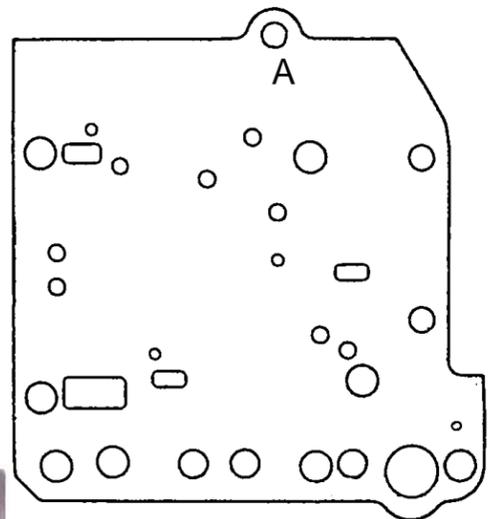
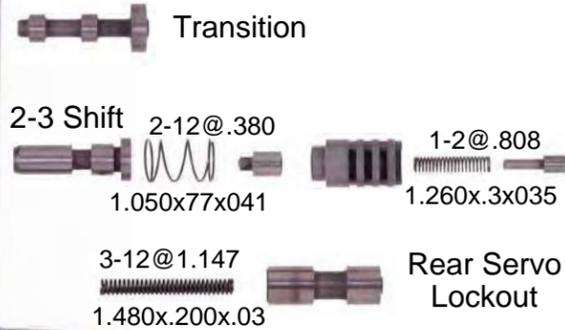


### LISTEN UP:

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



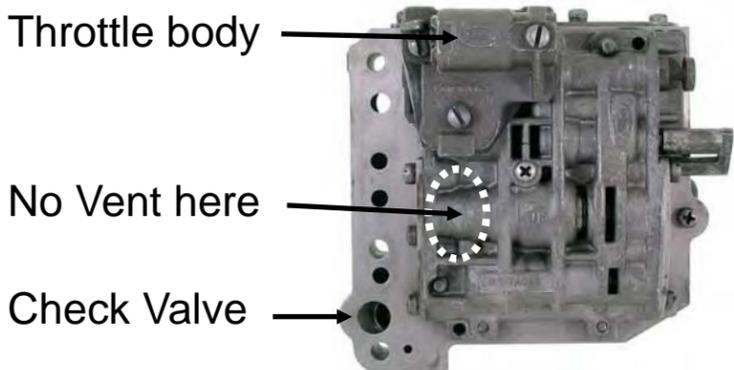
Check Valve



A

# Valve Body Kit: SK<sup>®</sup> 3V

# FM3V Cast Iron Cruiseomatic 1961-63 Has Vacuum Modulator

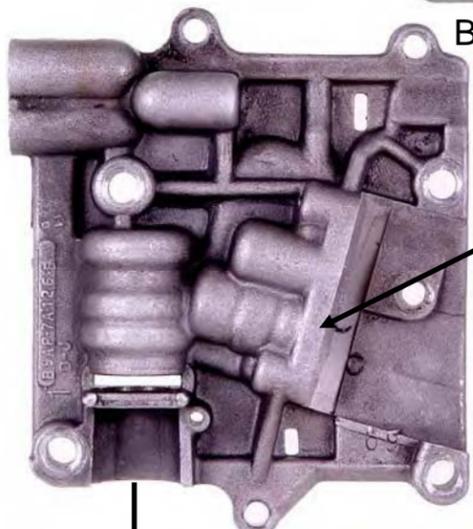


## P R N D2 D1 L

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

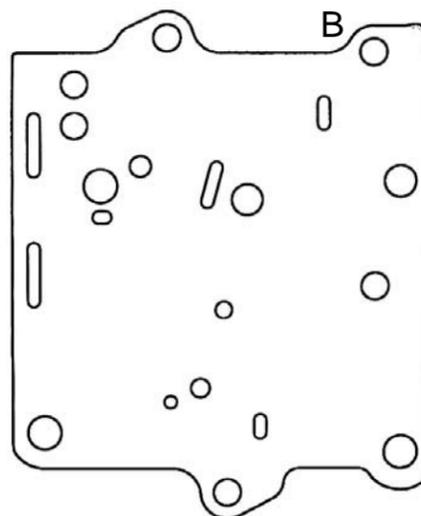
**D1** Starts in 1st and shifts 1-2 & 2-3  
Kickdown to 2nd or 1st, speed controlled

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



Fordomatic: No valve or valve casting here.

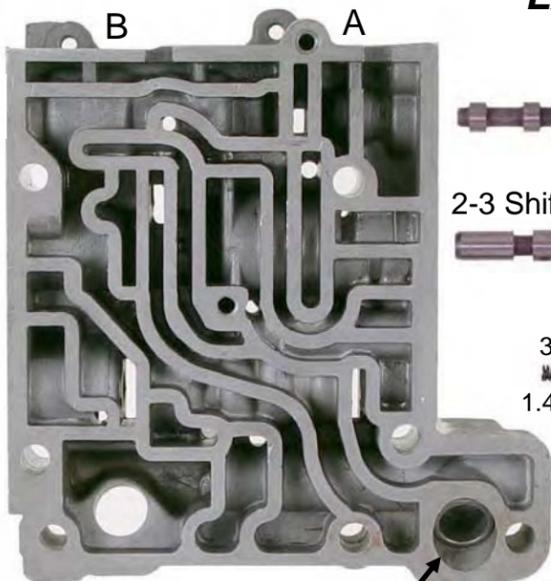
- 1/4" Ball 4oz@.21
- 3-2 Kickdown 815x19x025
- 400x21x016
- 8oz@.60



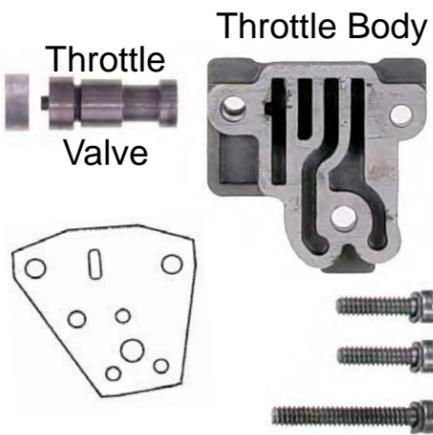
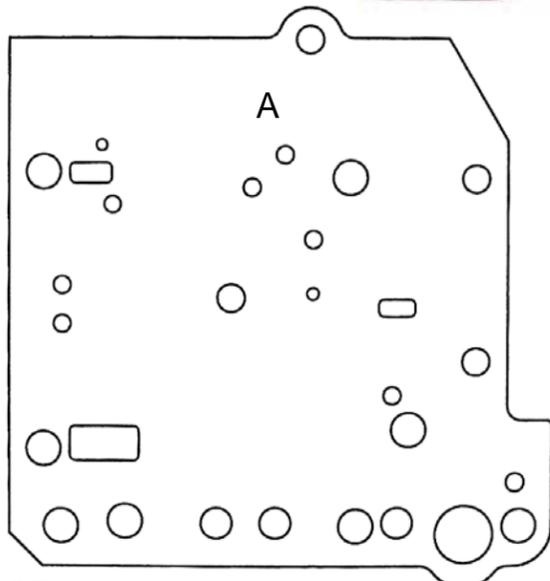
- 3-2 Coast 12oz@440
- .880x45x028

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

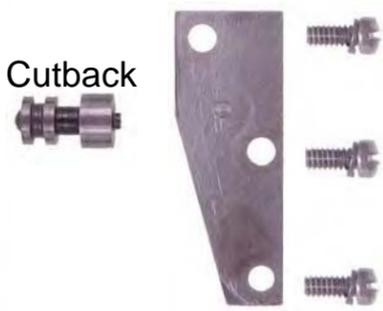
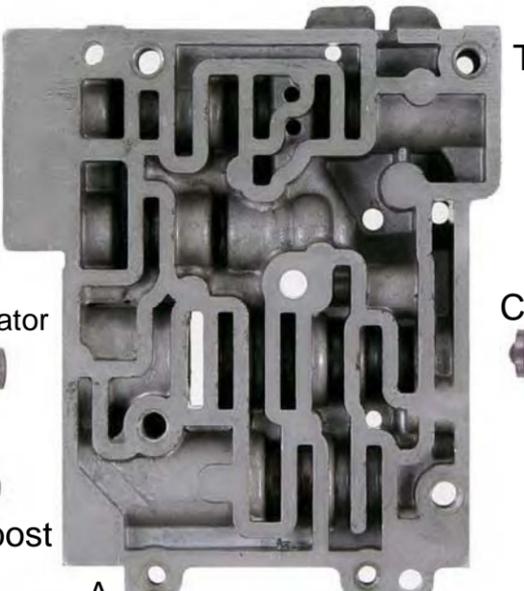


Check Valve

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



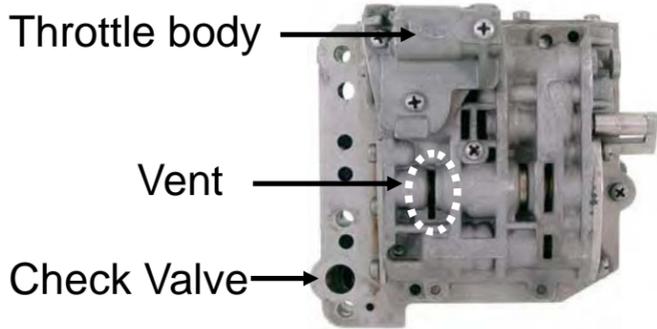
- 2-2@.625 1-10@.574
- 1.640x568x033 1.225x38x034
- Compensator
- 5-8@1.010
- 1.830x.7x048
- Throttle Boost



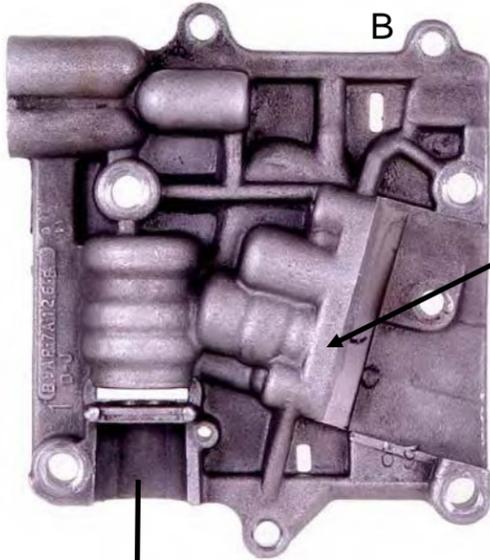
# Valve Body Kit: SK<sup>®</sup> 3VL

# FM3VL Cast Iron Cruiseomatic 1964-66 Has Vacuum Modulator

## P R N D2 D1 L

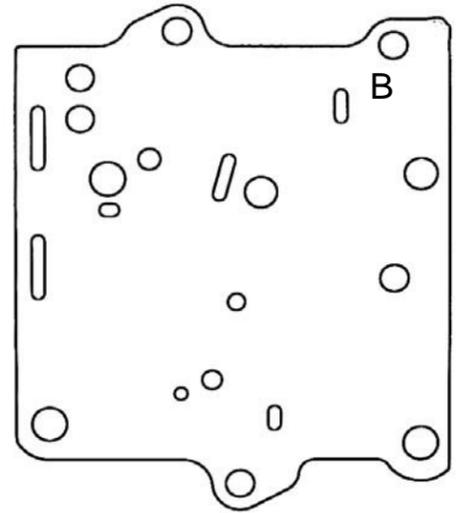


- D2** Starts in 2nd. Shifts to 3rd  
Kickdown to 2nd but not to 1st
- D1** Starts in 1st and shifts 1-2 & 2-3  
Kickdown to 2nd or 1st, speed controlled
- L** Starts in Low [1st] and does not shift.



Fordomatic: No valve or valve casting here.

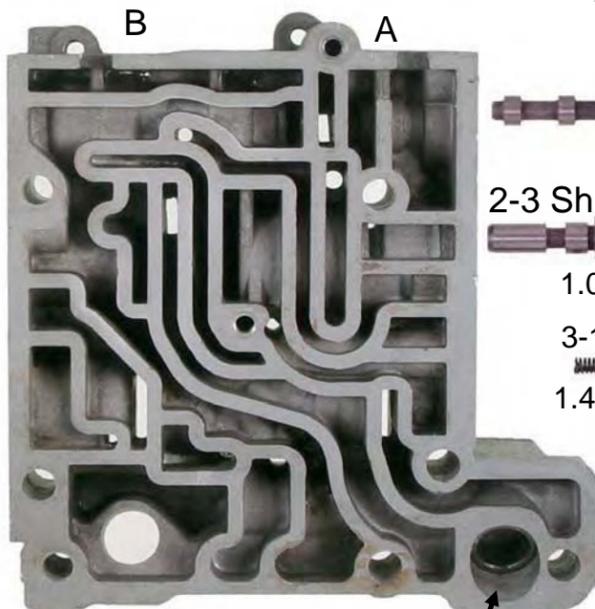
- 1/4" Ball 4oz@.21
- 3-2 400x21x016
- Kickdown 815x19x025
- 8oz@.60



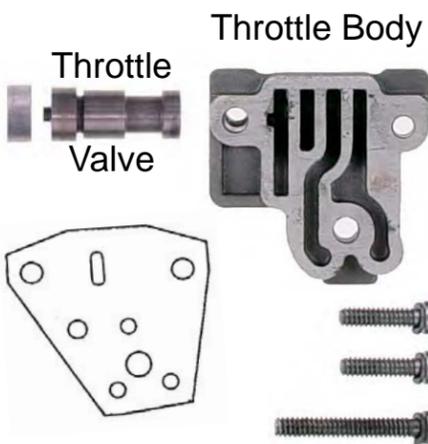
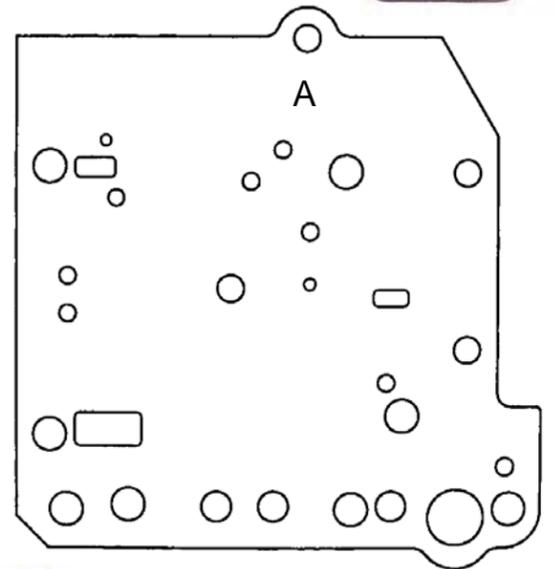
- 12oz@44
- 3-2 Coast 880x45x028

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



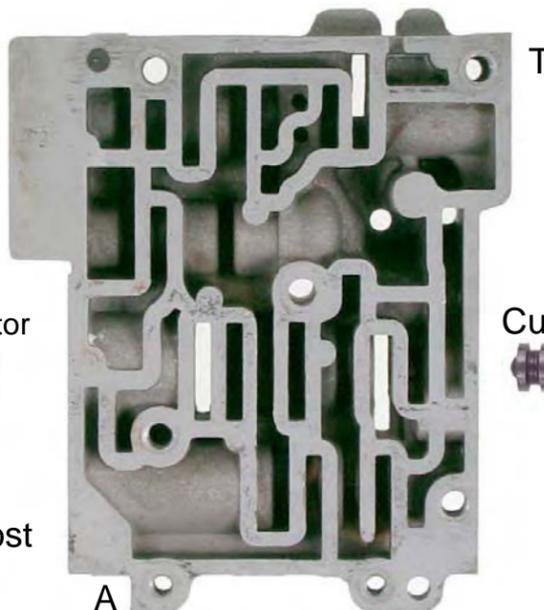
Manual Valve

- 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

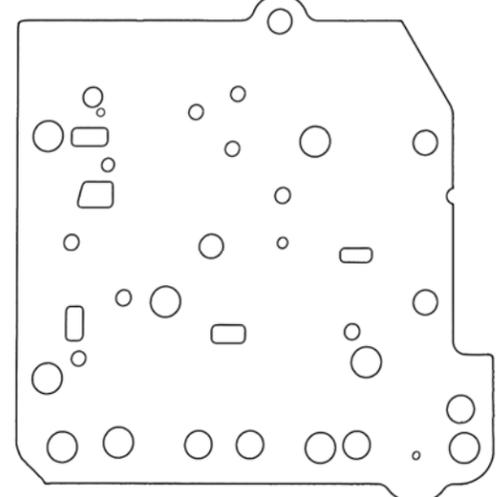
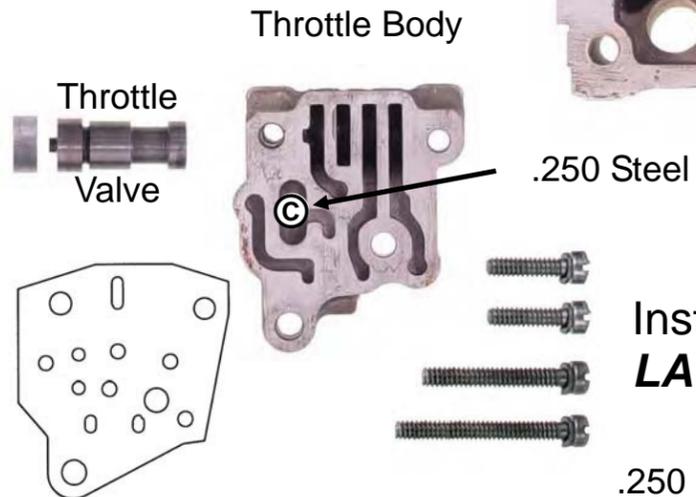
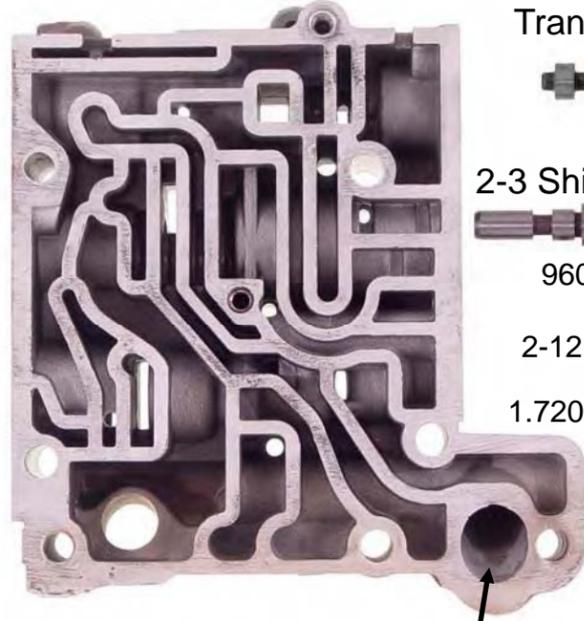
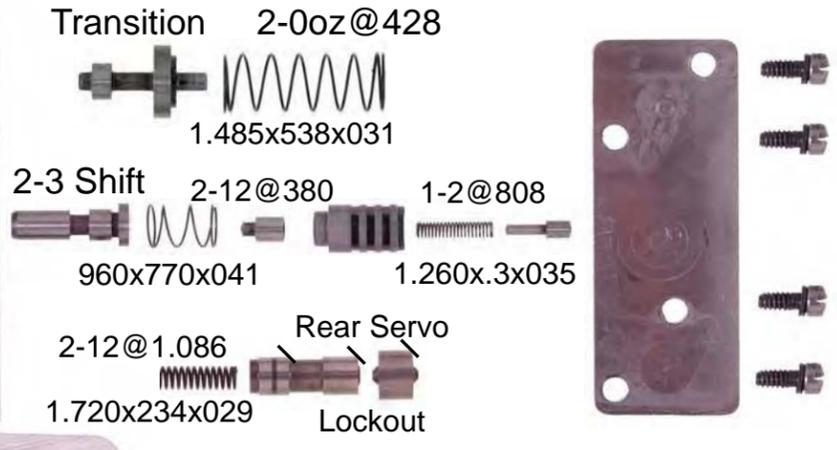
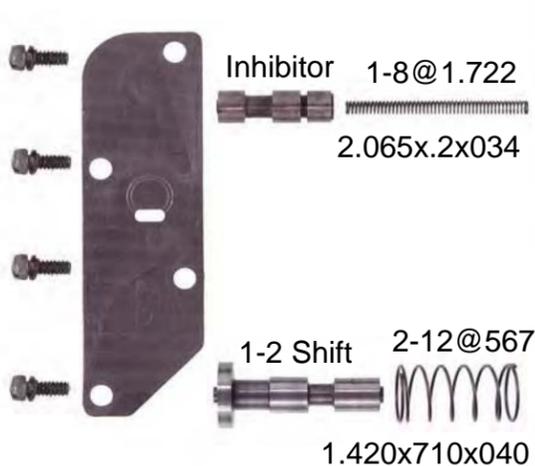
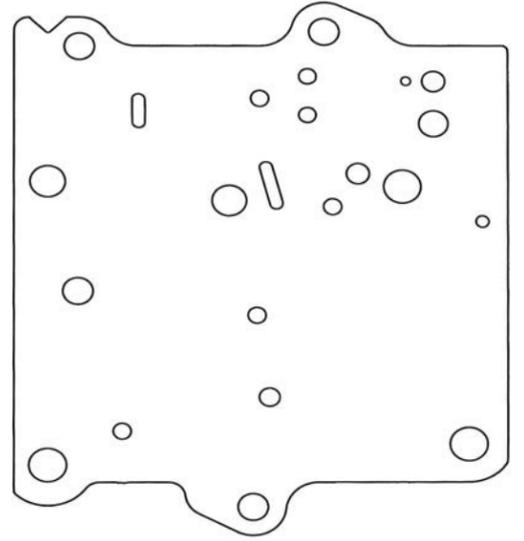
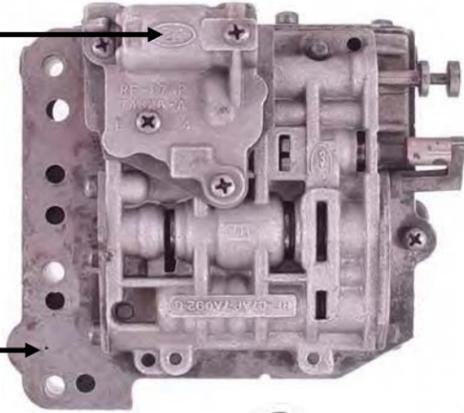
# FM3-67 FMX Iron Cruiseomatic 1967-72

## PRND21

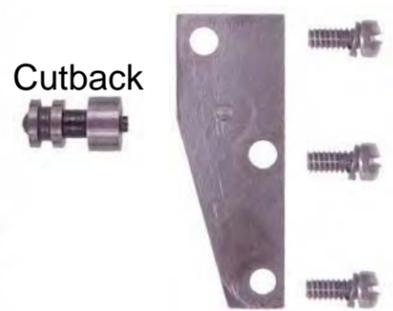
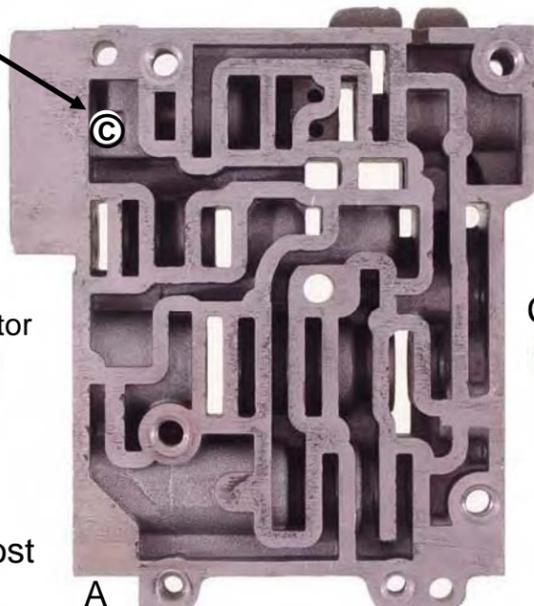
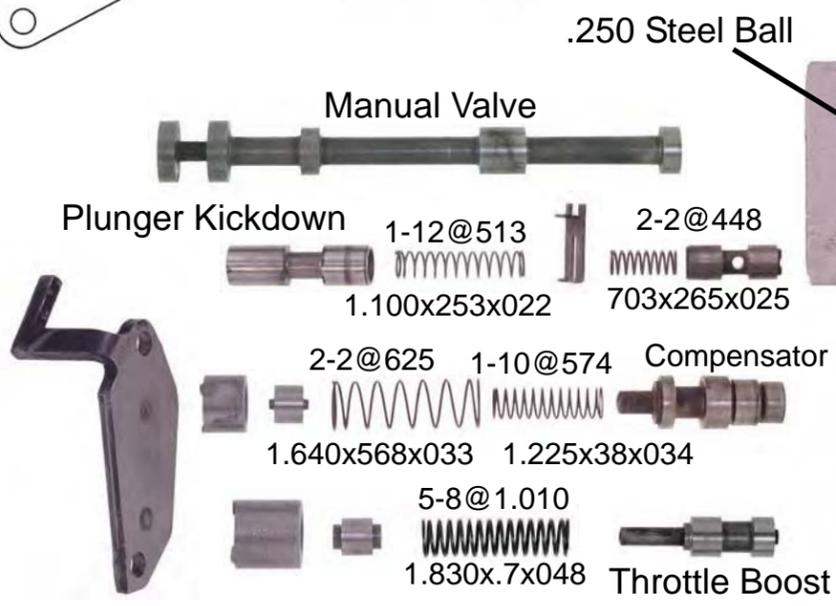
- D** Starts in 1st and shifts 1-2 & 2-3  
 Kickdown to 2nd or 1st, speed dependent.
- 2** Starts off and stays in 2nd.
- 1** Starts off and stays in low [1st]

Throttle body →

No Check Valve here.  
 Small hole →



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



A

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

# FM3-73 FMX Iron Cruiseomatic 1973up

## PRND21

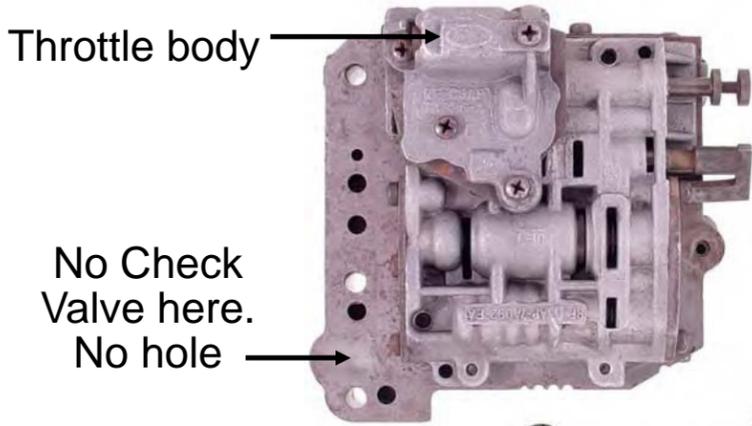
**D** Starts in 1st and shifts 1-2 & 2-3  
Kickdown to 2nd or 1st, speed controlled.

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

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

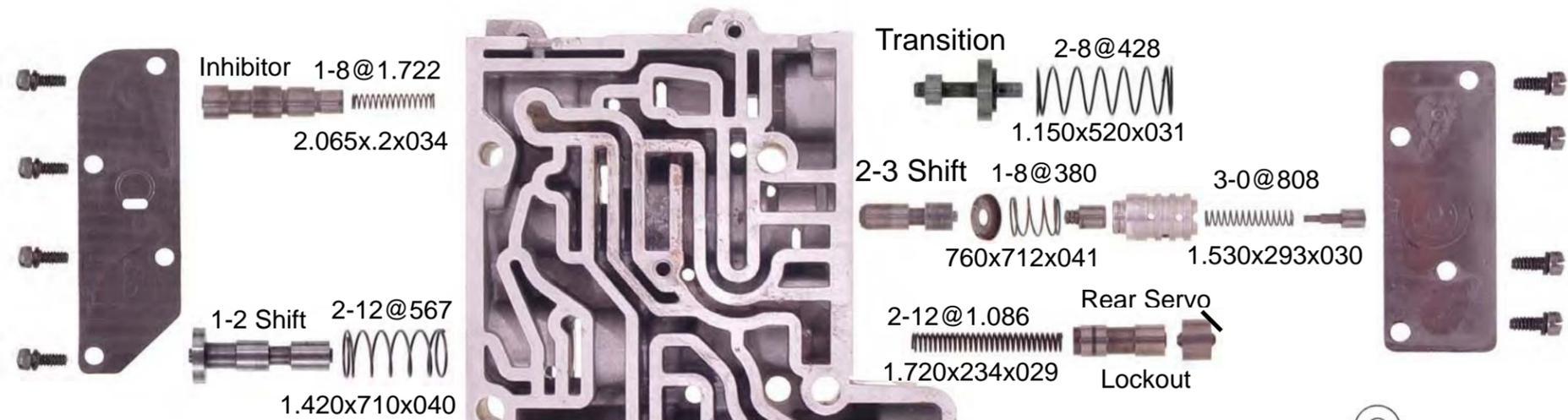
Throttle body

No Check Valve here.  
No hole



40z@.21 1/4" Ball  
400x21x016  
80z@.603  
815x19x02 Kickdown

3-2 Coast 1-8@514  
1.055x469x037



Inhibitor 1-8@1.722  
2.065x.2x034

Transition 2-8@428  
1.150x520x031

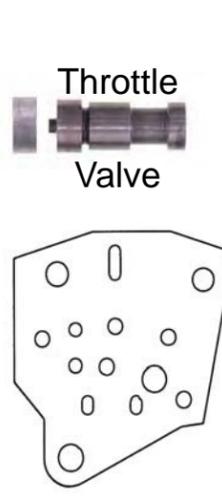
1-2 Shift 2-12@567  
1.420x710x040

2-3 Shift 1-8@380  
760x712x041

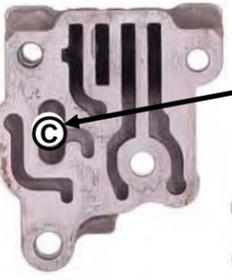
3-0@808  
1.530x293x030

2-12@1.086  
1.720x234x029

Rear Servo  
Lockout



Throttle Body



.250 Steel Ball

No Check Valve

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



Manual Valve

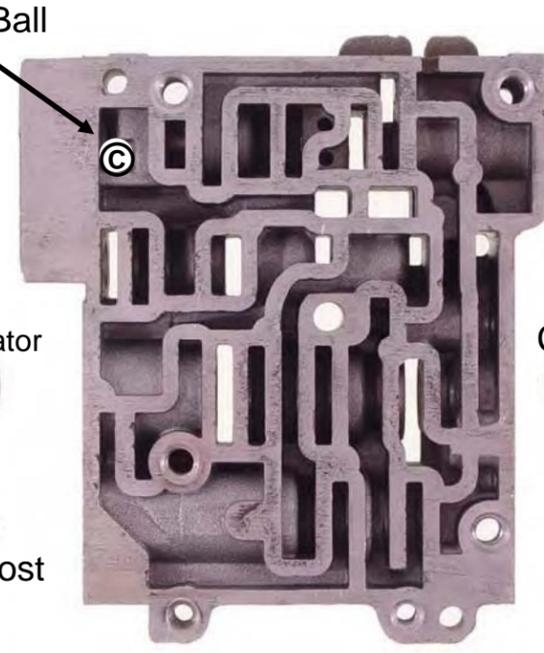
Plunger Kickdown 2-12oz@513  
800x244x031



Cutback

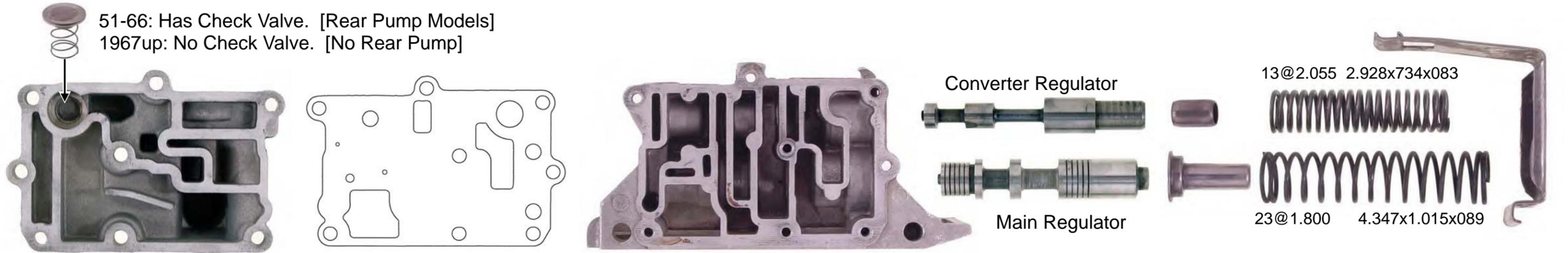
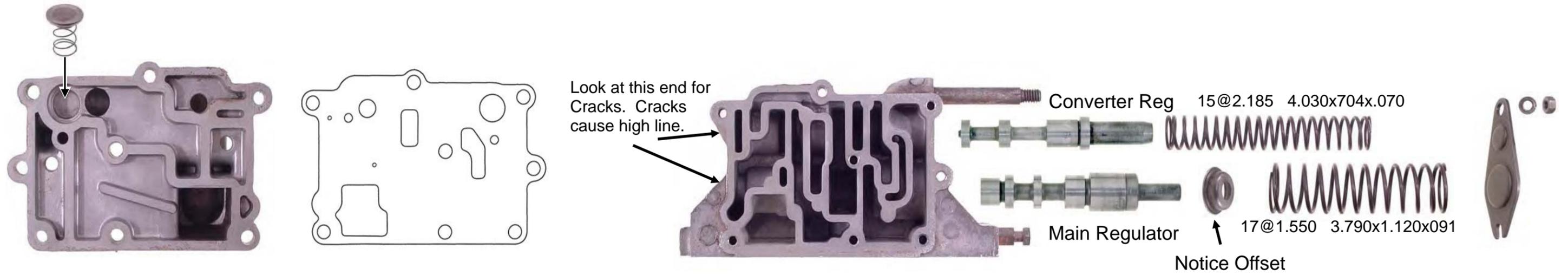
2-2@625 14-0@574 Compensator  
1.640x568x033 1.360x362x025

5-8@1.010  
1.830x.7x048 Throttle Boost



.250 Steel Ball

# FM3 Pressure Regulator Assemblies 1951-77



Filter Casting 51-58



Filter Casting 61-65 410 & 430



Filter Casting 59-77

