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HP1217R – TF 727 Manual Reverse Pattern Valve Body

For over 45 years our goal has been to provide racers and enthusiasts with reliably engineered, U.S. manufactured, torque converters and drive train components for your high performance application. *Before you start your build, please take a few moments to review the important Product Safety Information and installation steps set out within this instruction manual.* If you still have questions; Hughes Performance® technical team is here to help: (1-800-274-RACE).

Important Product Safety Information

Throughout these instructions important safety information is generally preceded by one of three signal words indicating the relative risk of injury. The signal words mean:

! WARNING a hazardous situation which if not avoided could result in death or serious injury. **You CAN be Killed or Seriously Injured if you do not follow instructions.**

! CAUTION a hazardous situation which if not avoided could result in minor or moderate injury. **You CAN be moderately INJURED and also may suffer property damage if you don't follow instructions.**

NOTICE careful attention is required to follow this installation instruction or operation but does generally not relate to personal injury. Damage to your product or other property may result if you do not follow instructions.

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! WARNING: Improper selection of Hughes Performance® products, failure to follow installation instructions and/or misuse increases the risk of injury or accident. For your safety and the safety of others:

- Assure the Hughes Performance® product selected is intended for your application with an additional safety margin above your expected horsepower, torque, and intended usage of product and vehicle.
- These instructions are not intended to address all risks related to modification of your vehicle or use. Remember: *you are the builder and chief safety engineer for your modified vehicle.* Consult and follow all OEM warnings and operating limitations.

- **! WARNING:** Cooler fittings should never be plugged. If a cooler is not used, connect lines together with a loop of hard line or appropriate flexible hose that is compatible with automatic transmission fluid and that carries a minimum 500 PSI rating.

(For Calif. Residents-Prop. 65):

! WARNING

This product contains chemicals known to the State of California to cause cancer, birth defects, or other reproductive harm.

(for more information on Prop. 65 see www.P65Warnings.ca.gov/product)

To reduce risks: work with gloves, safety glasses, wash hands before eating, and dispose of any fluids properly.

1. Remove park rod and clip from original valve body, re-install park rod and clip on new valve body.
2. Remove and discard accumulator spring.
3. Check for restrictor plug in front clutch apply hole of case. (see Figure 1) Remove restrictor if one is present
4. **NOTICE** Re-install new valve body, torque new mounting bolts to 100 in/lbs.
5. Adjust bands.

Front band:

- Tighten band to 72 in/lbs
- Back off 2 turns if using 3.8 ratio band lever
- Back off 1 ¾ turns if using 5.0 ratio band lever

Rear Band:

- Tighten band to 72 in/lbs, back off 2 ½ turns

6. Install filter and pan.
7. Disregard all transmission throttle linkage.
8. Removal of governor weights and rings are optional.
9. New shift pattern will be P, R, N, 1, 2, 3.

! WARNING Note: Burnouts must be started in 2nd gear only. Burnouts started in 1st gear can cause sprag failure and transmission explosion.

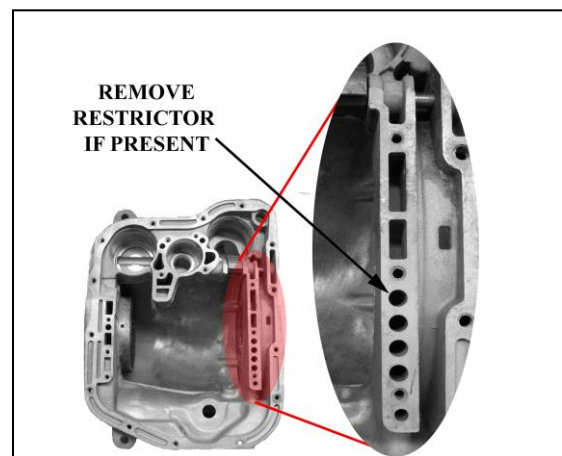


Figure 1