

Installation Instructions for 603208 Powerglide Trans-Brake Kit

Enclosed in your package should be the following parts. Please check to make sure that you have everything you need.

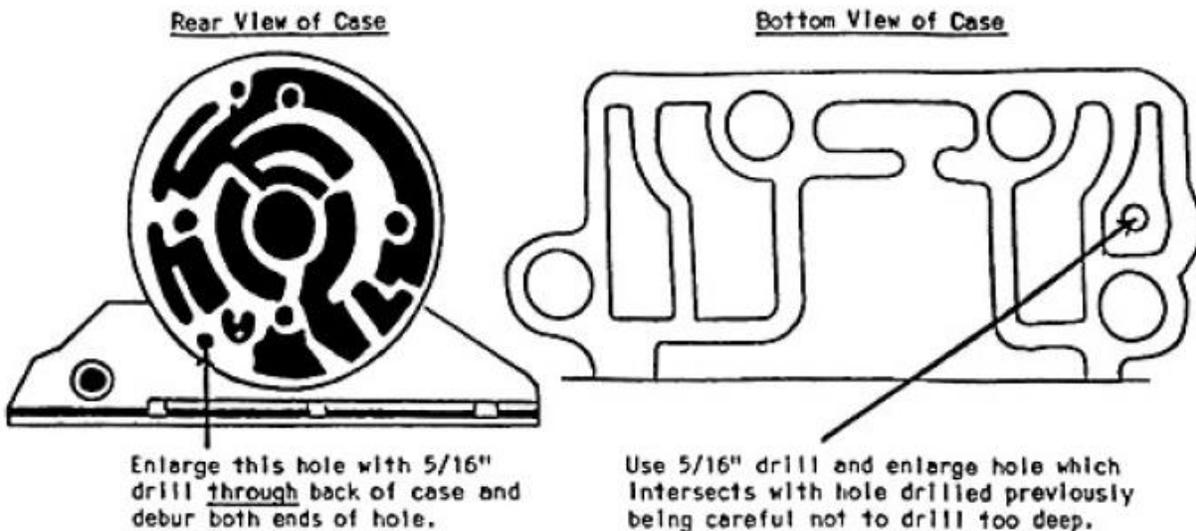
- 1- Powerglide Pro Lite Valve Body
- 1- Electric Solenoid
- 1- Set of Reverse Clutch return springs
- 1- Special Trans-Brake Valve

If you are installing this product into a racing transmission that is already finished, we recommend that you secure the services of an experienced transmission rebuilder in your local area. If you are installing this product yourself, and you are not experienced with working with powerglides, please get yourself some kind of factory repair manual such as a Chilton Manual to assist you with transmission assembly.

This guide is written to assist you in the installation of this product. It is not intended to be a transmission-rebuilding guide.

NOTE: Steps 1 thru 3 do not have to be performed to make this product work. However proceeding with these steps will greatly enhance the performance of this product.

STEP 1. Completely disassemble the transmission down to the case only. At this time perform the drilling sequence shown in figure 1. After you have drilled the case, make sure that you clean the entire case completely to make sure that you have removed every little chip of aluminum caused by the drilling procedure. One little chip is all it takes to stick the pressure regulator valve and turn the entire transmission into a pile of junk.



STEP 2. Replace the reverse clutch piston, and install the springs furnished in the kit. Discard the original reverse clutch springs.

STEP 3. Remove the wavy steel spacer if your transmission has one. Reinstall the reverse clutch pack. Try to get at least 5 friction plates into your reverse clutch pack. Check the clearance of the clutch assembly and make sure that it reads from 0.050 to 0.075 if possible.

STEP 4. Before installing the valve body, dip the special valve enclosed in some transmission fluid. Then install it into the valve body. There is no spring that goes with this valve so just push it into the valve body as far as you can, and proceed with the next step. If you don't install the valve now, you will not get it into the valve body after it has been installed onto the transmission.

STEP 5. Replace the valve body with the one enclosed, making sure that you reinstall the low servo feed tube. After the valve body is secure, make sure that you do not over tighten it to the case. Check the manual valve to make sure it is properly engaged into the shifter linkage before installing the linkage guide plate.

STEP 6. Install the filter and pan.

STEP 7. Adjust Band: To adjust the low band, release lock nut around the adjustment lug on the side of the case. Tighten the adjustment lug until it is snug using a short wrench. Then back out lug 3-1/2 turns, and retighten lock nut.

STEP 8. Install the Electric Solenoid enclosed where the vacuum modulator was. Make sure that you use a little spot of lock tight on the thread. These solenoids are a little heavier than the original modulator, which gives them a tendency to want to loosen up. Be careful not to tighten it up too much either, because the threads in the case are not that strong and also have a tendency to strip out or crack the case along where the thread boss is located. Please be careful.

STEP 9. To function properly, the electric Solenoid needs to be connected to the 12- volt supply using the best wiring procedures. Wiring is easy but for the best results please follow these suggestions. Attach the black wire to a good ground. The transmission case is NOT a good ground. Try to use a 12 to 14-gauge wire to attach the ground.

NOTE: The electric supply to the trans-brake button should come from your fuse panel in your car. Please, for safety reasons use a 20-amp fuse in the line. Do Not run the brake button off the same line as the line lock. Use an independent fused source only for your transmission brake.

If you are using a disconnect on your wires, make sure to solder all of your connections. Terminals that are not soldered are just not good enough. For this solenoid to function properly, it must be installed properly.

Once installed, refer to the section on FILLING THE TRANSMISSION. It is a very informative section so please spend a minute and read it.

Special things to know

SHIFT PATTERN: Park-R-N-2-1

REVERSE: This valve body is equipped with a very special feature to keep you off your roof at 100 plus MPH. In order to get reverse, you must first put the shifter into the reverse position, and then press your trans-brake button. This procedure is intended to keep you from accidentally hitting reverse after you make your run. Some people like to shift their transmission into neutral after the run is over. However those who have had the misfortune of accidentally hitting reverse can tell you it is not a fun ride on your roof upside down.

FILLING THE TRANSMISSION

What You Should Know About A.T.F.

When filling the transmission with A.T. F., keep in mind these little known facts listed below. I'm sure that you will find this section informative and helpful.

While checking the fluid level of the transmission, keep in mind that the level will change directly with the fluid temperature. If the fluid feels cool, about room temperature, the level should be between the two dimples below the "ADD" mark. Dimples are on only some models.

If the fluid feels warm, the level should be close to the add mark.

If the fluid is hot, the level should be between the "ADD" and "FULL" marks. If fluid is added, recheck the fluid level after one to three minutes with the engine running.

Hydra-matic engineers note that automatic transmissions are frequently overfilled because the fluid level was checked when the fluid was cold and the dip stick indicated that fluid should be added.

As the fluid temperature increases, a level change of over 3/4" will occur as fluid temperature rises from 60 to 180 degrees. Refer to figure C.



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Transmission Fluid Tips

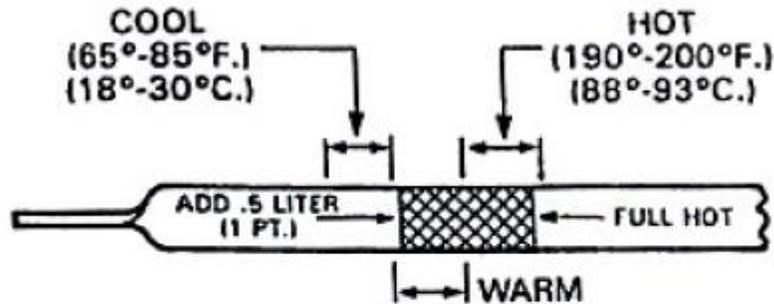
It really doesn't matter to me what type of fluid you put in the transmission [TYPE-F or DEXRON II] as long as it is a high quality brand. My personal preference in my race cars was KENDALL TYPE-F. It seemed to hold up the best for me. The basic difference is the DEXRON II has a little bit more of the lubricity additive. This will cause a little softer shift than TYPE-F.

COLOR

A few years ago, transmission fluid becoming dark, indicated fluid failure. Hydra-matic engineers say this isn't true today. DEXRON II turns dark early in its life; therefore, the color of the transmission fluid is not a good indicator anymore.

SMELL

Hydra-matic engineers say that smell isn't always the best indicator of the fluid anymore, either. After a few hundred miles, DEXRON II develops a definite odor. Engineers say the transmission fluid should not be replaced prematurely just on the basis of its smell. Although sight and smell alone should not be used to determine the condition of the fluid, do not overlook these symptoms when making a service determination.



NOTE: DO NOT OVERFILL. IT TAKES ONLY ONE PINT TO RAISE LEVEL FROM "ADD" TO "FULL" WITH A HOT TRANSMISSION

Figure C

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