



**2244 West McDowell Road  
Phoenix, AZ 85009  
602-257-9591  
1-800-274-RACE  
602-340-8429 (fax)  
www.hughesperformance.com**

## **HUGHES PERFORMANCE® HP2211 VALVE BODY** Installation Instructions rev.a 8-2016

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.

.....  
**! 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.

(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](http://www.P65Warnings.ca.gov/product))

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

**SAFETY INFORMATION SPECIFIC TO THE HP2211 VALVE BODY**

**! WARNING:** This valve body is intended for use in a competition application only never to be used on public streets or highways. This valve body is not intended for use in a street-driven application.

**! CAUTION:** We recommend that you secure the services of an experienced transmission builder in order to achieve proper installation of this product. These instructions and Safety messages are a general guide to assist the builder in the installation of this product. They are not intended to be a transmission rebuilding guide. The steps herein are designed for the experienced professional to follow in detail for proper installation and transmission function. Specialty tools are required to complete proper installation of this valve body.

**! WARNING:** Do not shift the transmission into neutral under load or with vehicle or drive shaft in motion. Do not turn off engine under load or with vehicle or drive shaft in motion. Doing so will cause an over speed condition of the direct drum within the transmission, increasing risk of direct drum failure, explosion, and injury.

**! CAUTION:** Recommended Burn Out Procedure: (1). Place transmission in second gear. (2). Begin burn out procedure and shift transmission into third gear while tires are still spinning. (3). Complete burn out procedure accordingly with transmission remaining in third gear. Failure to follow this burn out procedure is considered product misuse, and will result in excessive shock to the intermediate sprag within the transmission, resulting in premature sprag wear and increased risk of transmission failure.

**NOTICE:** Please verify all appropriate parts have been included with the valve body kit before beginning installation. The following components will be included inside the box:

- Valve body
- Separator plate
- Upper and lower valve body gaskets
- (1) pressure regulator spring
- (2) check balls

**NOTICE:** Valve body requires manual shifting in all modes of operation, and features a forward shift pattern (P-R-N-3-2-1).

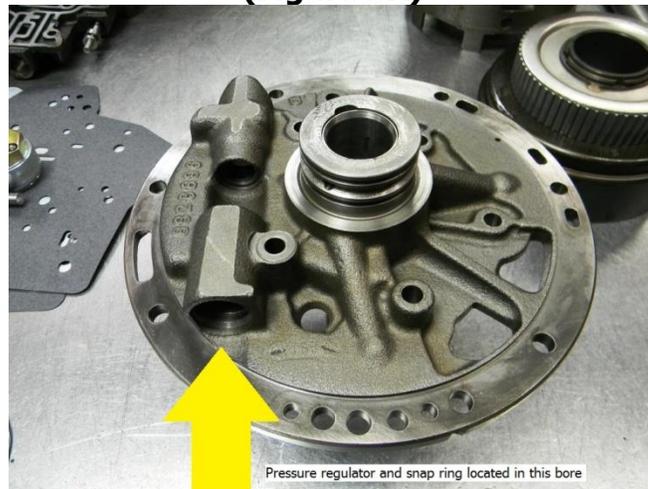
### **Installation Sequence**

**! WARNING:** Use protective eyewear and gloves. If dusty, use face mask, wet and wipe clean working surfaces. Transmission fluids and cleaning products are highly flammable! Avoid open flame, welding sparks, smoking, or other sources of ignition. Flexplate, torque converter, and transmission assembly involves heavy parts and pinch points. Use support jacks and review installation steps before attempting.

1. We recommend that a minimum of a 34-element intermediate sprag be used on the direct drum when using this valve body in your TH400 transmission. We offer several direct drums for severe duty use if you need one, including part number HP2234 (cast iron drum with 34-element sprag and races), or part number HP2234B, (cast iron drum with 36-element sprag and races). For applications exceeding 750 flywheel horsepower, or any application where the transmission will be used in an extremely abusive environment, we also recommend that a forged steel or billet steel forward clutch hub be installed in the transmission. We have this item available under part number HP2226.

2. Clean all dirt, grease, oil, and any other foreign substances or contaminants from the outside of the transmission and all associated surfaces. Be sure to dispose of all cleaning products and chemicals in a manner consistent with local regulations.
3. Properly secure transmission to a clean work bench or appropriate transmission service stand.
4. Remove transmission pan, valve body, separator plate, valve body gaskets, and check balls.
5. Remove and discard the governor supply tubes (if equipped in your transmission). You may also remove and discard the governor, although governor removal is not absolutely required.
6. Locate the pressure regulator snap ring that retains the pressure regulator assembly in the front pump (*see figure 3A*).

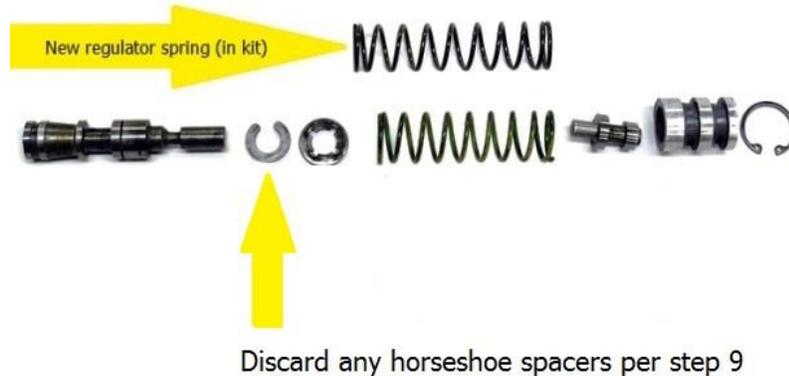
**(Figure 3A)**



Apply pressure to the booster sleeve and remove the snap ring. Slowly remove the booster sleeve assembly. You may have to tap on the sleeve to free it from the bore. Remove the booster sleeve and valve, pressure regulator spring, spring retainer, spacers, and the pressure regulator valve. Replace the original pressure regulator spring with the spring supplied in the kit. Discard any horseshoe spacers. Slip the spring over the small end so it comes in contact with the retainer. Push the entire assembly up into the case. Push up on the booster sleeve and install snap ring (*see figure 3B*). Make sure the snap ring seats completely in the

groove! **! CAUTION:** Pressure regulator components are under spring tension. Specialty tools are required for proper removal and installation.

(Figure 3B)



7. We strongly recommend the installation of a .110-inch to .125-inch torque converter feed restrictor into the pump stator body at this point in the build. This step requires removal of the front pump from the transmission. If you are installing this valve body into a transmission without first removing the transmission from the vehicle, you may choose to skip to step 10, although we strongly advise against skipping step 7 through step 9. **NOTICE:** Front pump removal, disassembly, and reassembly will require the use of specialty tools. **! CAUTION:** Installation of this valve body kit into your transmission will increase operating line pressure into the range of 200 – 230 PSI in most applications. Additional line pressure over and above OEM TH400 line pressure specifications will result in additional forward thrust force being generated by the torque converter. This thrust force places additional load on the flexplate and the crankshaft thrust bearing within the engine. This additional load can result in premature wear or even failure of the crankshaft thrust bearing. Installation of an appropriately sized torque converter feed restrictor helps address this risk.
8. You will need to source a short 5/16"-18 socket head set screw in order to make the restrictor. You can source this item from any common hardware store or most home improvement stores. Once you have disassembled the front pump, locate the torque converter feed orifice in the pump stator body (*see figure 4A*).

(Figure 4A)



Tap/thread the feed orifice using a 5/16"-18 tap. The orifice is already the correct size as originally machined by GM to accept the 5/16"-18 tap. Begin cutting threads into the orifice, taking care to cut the threads no deeper into the orifice than 5/16-inch total. Once the threads are cut, use a small drop of red permanent thread locking compound and install a short 5/16"-18 socket head set screw into the orifice, making sure to tighten the set screw until it bottoms out against the threads. **NOTICE:** Insure that the set screw is *fully* below the flat surface of the pump stator body so that no interference is created between the set screw and front pump body upon reassembly of the front pump. Once the set screw is properly installed, drill the middle of the set screw out to an orifice diameter of .110-inch to .125-inch (*see figure 4B*).

**(Figure 4B)**

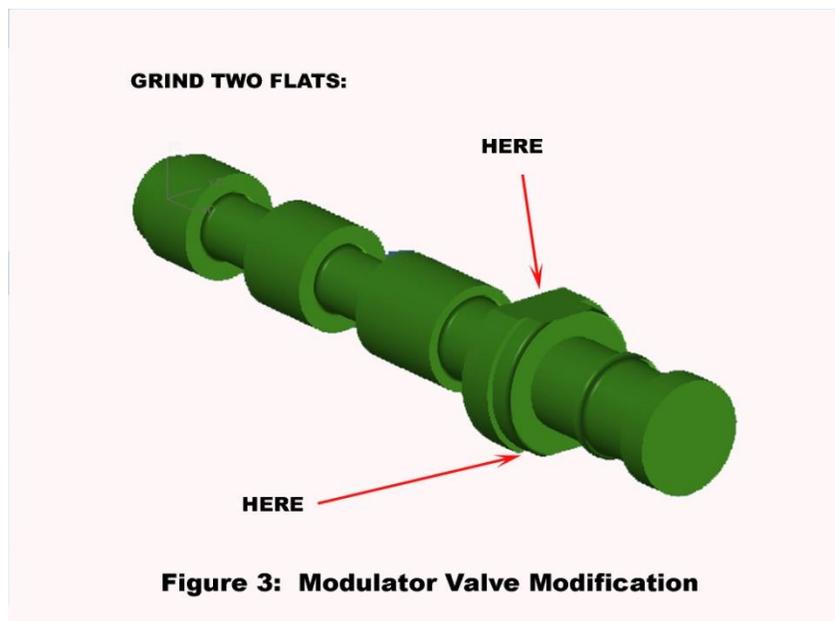


Be sure to thoroughly wash all components and blow out all orifices with compressed air to remove all debris created by the thread cutting and drilling processes. Dispose of all cleaning products and chemicals in a manner consistent with local regulations. Reassemble the front pump, being sure to maintain proper alignment between pump halves. **NOTICE:** Specialty tools are required to install the torque converter feed restrictor as well as to properly align

pump halves for correct reassembly of front pump. Torque converter feed restrictor is not provided in the HP2211 valve body kit or components.

9. Reassemble the front pump into the transmission case. We recommend tightening all front pump bolts to 15 foot/pounds using an appropriate foot/pound torque wrench. **NOTICE:** Do not pinch or damage the sealing rings on the pump stator! Be sure to verify correct end-play (.010-inch to .025-inch).
  
10. Remove vacuum modulator and modulator valve located inside the transmission case behind the vacuum modulator. Using a suitable grinding tool and safety glasses/gloves, grind two flats on the largest land located on the modulator valve, spacing the flats 180-degrees apart. You only to remove .030-inch to .050-inch of material on each side of the land to create each flat (*see figure 5*).

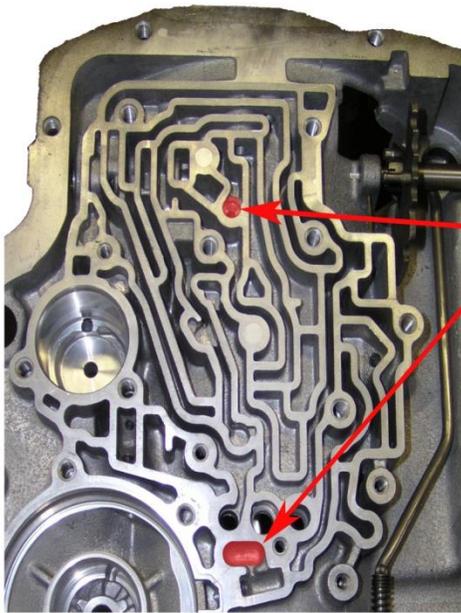
**(Figure 5)**



11. Thoroughly clean the modified modulator valve and reinstall valve into the transmission case using some ATF or TransJel® assembly lubricant on the valve. Re-install vacuum modulator onto transmission.
  
12. If the transmission is out of the vehicle, install (2) check balls provided in kit into transmission case (*see figure 6-1*). You may discard the remaining

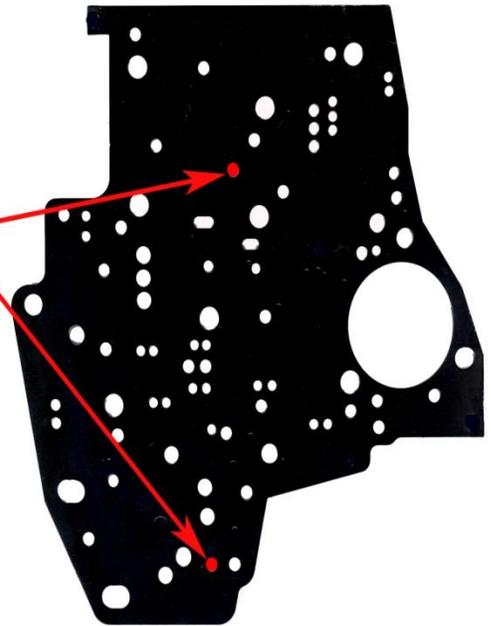
original check balls that you removed from the transmission. If the transmission is still in the vehicle, install (2) check balls provided in kit onto the separator plate and upper valve body gasket. Use some TransJel® assembly lube or petroleum jelly to hold check balls in place if necessary (see figure 6-2).

**(Figure 6-1 & 6-2)**



**Figure 1: if transmission is on bench**

**INSTALL (1) NEW  
CHECKBALL  
AT EACH  
OF THESE  
LOCATIONS**



**Figure 2: if transmission is in vehicle**

13. Install new upper valve body gasket and new separator plate onto transmission. Use the original detent solenoid to hold the gasket and separator plate in place. Lightly hand-tighten the (2) detent solenoid bolts. Do not fully tighten the (2) detent solenoid bolts until valve body is installed. Install new lower valve body gasket and valve body onto transmission. Make sure when installing valve body that you engage the manual valve into the shift linkage.

14. Tighten all valve body bolts and detent solenoid bolts. We recommend tightening all valve body bolts to 100 inch/pounds using an appropriate inch/pound torque wrench.
15. The detent solenoid will no longer be functional with the HP2211 valve body installed in your TH400 transmission. You may delete the associated internal wiring for the solenoid if desired. Be sure to disconnect any external wiring from the case connector located on the driver side of the transmission case.
16. Install filter and pan.
17. Make sure that vacuum modulator is connected to a source of manifold vacuum on the engine. DO NOT use a complete length of soft hose or tubing to connect modulator to manifold vacuum source. Use 3/16-inch or 1/4-inch hard line over the length of the modulator line, with only very short soft hose or tubing to act as unions between the vacuum nipples and hard line. **NOTICE** Failure to connect vacuum modulator to manifold vacuum source on engine will result in transmission malfunction, and may lead to premature transmission failure. **NOTICE** Failure to use appropriate length of hard line to create vacuum connection between modulator and engine may result in transmission malfunction, including but not limited to damage to transmission.

**! 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.

**NOTICE:** Valve body requires manual shifting in all modes of operation, and features a forward shift pattern (P-R-N-3-2-1).

\*\*\*\*\*

Your Hughes Performance® product is covered by our Exclusive Limited Warranty (see separate term sheet or online at [www.hughesperformance.com](http://www.hughesperformance.com)). *Failure to follow these instructions is considered misuse, which at Hughes option may void your coverage under your Limited Warranty.* If you have any questions regarding your purchase, installation, or other Hughes Performance® products, please contact us at: 1-800-274-RACE, (fax: 602-340-8429), or online at [www.hughesperformance.com](http://www.hughesperformance.com)

**RACE WELL AND ENJOY YOUR HUGHES PERFORMANCE® PURCHASE.  
WE APPRECIATE YOUR SUPPORT OF OUR PRODUCTS!**

