

**SUPER HYDRA 400™ TRANSMISSION CASE**

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This replacement Turbo 400 transmission case is **SFI 4.1** certified. This case requires **NO** internal liner and **NO** external shields, blankets, oil pans, or oil pan straps of any kind. This certification is good for 5 years from the date of manufacture and can be recertified every 5 years by returning the case to Reid Racing for inspection.

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These instructions point out specific features of the Reid Racing SH400™ case and how to use these features. For detailed information on how to assemble a Turbo 400, the use of a factory repair manual is recommended.

## **ASSEMBLY NOTES-BOTH VERSIONS**

- 1)- The rear needle thrust bearing is installed with the large stationary body part sitting in the counterbore at the rear of the case. If thrust shim/shims are needed, they should be placed between the case and the bearing. The shims and the bearing are Turbo 350 items. The design point is for (1) .010 shim to be used.
- 2)- The pressure plate snap ring should be installed with the gap at the bottom (near the valve body).
- 3)- The ¼" thick spacer ring is used to lower the oil filter to match the lowered oil pan rails. It goes between the oil filter and the valve body.
- 4)- There are two dipstick holes. Plug the one you don't use with the O-ringed billet aluminum plug. Secure it in place with the #8 flat washer and #8 screw. Check your dipstick for fit. The GM case leans the dipstick outwards slightly, whereas the Reid Racing case stands the dipstick straight up. Note that if you use the drivers side dipstick, it is ½" higher than GM so the "full" line on the dipstick should be remarked ½" lower.

### **DRAG RACE VERSION**

- 1)- All threads are standard tapered pipe threads.
- 2)- The threaded boss above the vacuum modular hold down clamp boss is used for the ground wire of a trans brake solenoid.

### **OFF-ROAD VERSION**

- 1)- Screw in the ARP front band anchor bolt using one of the supplied O-rings.
- 2)- There are (3) 7/16-20 threaded holes for speed sensor pickups. If pickups are not installed, plug the unused holes with the supplied bolts and fiber washers.
- 3)- The IN/OUT/side oiler supply bosses are -6 AN ports and the vent is a -4 AN port.
- 4)- If you are using a 4L80e center support, install the supplied oil fitting with its O-ring at the side oiler port and use a -6 AN fitting at the supply port.
- 5)- If you are using a stock Turbo 400 support, plug the supply port with a -6 AN plug, and use the supplied plug with O-ring to plug the side-oiler hole. Make sure that you use the supplied plug only because the side-oiler hole is a special thread (¼" NPSF straight thread).

## **LIMITED 90 DAY WARRANTY**

Reid Racing, Inc. products are warranted directly by Reid Racing against defective material or workmanship under normal use and service for a period of 90 (ninety) days after purchase. Reid Racing will repair or replace the defective unit, at Reid Racing option, free of charge. This warranty does not cover any damage to the product caused by abuse, mishandling, alteration, failure to follow installation/operating instructions, maintenance, storage and environmental conditions, or repair attempts made by anyone other than a Reid Racing authorized service facility.

OTHER THAN THE LIABILITY STATED ABOVE, REID RACING, INC. SHALL NOT BE LIABLE FOR INJURY, CONSEQUENTIAL, OR OTHER TYPE DAMAGES RESULTING FROM THE USE OF ITS PRODUCTS.

This warranty is in lieu of all other warranties of merchantability or fitness of use. This warranty gives you specific legal rights, and you may also have other rights which vary from state to state.