



ATF TH-400 BILLET TRANSBRAKE VALVEBODY 2-Speed Fwd Pattern

!!!! PLEASE READ ALL INSRTUCTIONS BEFORE PROCEEDING!!!!

“Trans brake only works in first gear”

CAUTION

This trans-brake valve-body should only be installed by a qualified race transmission technician. Not following these instructions may cause property or physical damage. **Do not shift to neutral after making a pass to prevent severe damage to the transmission and you.**

Shift Pattern: Park—Reverse-Neutral—2nd—1st

Your trans-brake should include the following parts:

1. 1 ATF TH-400 Billet Valve body (2nd Gear Trans brake Leaver)
2. 1 ATF Powerglide Trans brake Solenoid (Draw .8 amps)
3. 1 ATF Billet Separator Plate
4. 1 ATF Modulator Valve Return Spring (Small Silver)
5. 1 Pressure Regulator Spring (Brown)
6. 16 Silver Direct Return Springs
7. 1 Rear Servo Return Spring (Large Brown)
8. TH400/Allison Type Filter (Recommend using Brass only)
9. 1 Set of Instructions
10. Set of ATF Decals

TO ENGAGE REVERSE-

Move the shifter into the Reverse or Neutral position and apply trans brake for reverse.

INSTRUCTIONS FOR INSTALLATION OF TH-400 TRANSBRAKE VALVEBODY

1. Disassemble and clean transmission (Discard governor and tubes)
2. Disassemble direct drum
3. Drill a 1/16 bleed hole in direct drum **(FIGURE 1)**
4. Replace piston lip seals; Discard center seal in drum **(FIGURE 1)**
5. Install piston into drum; Install 8 New Direct clutch return springs. Replacing every other one. Install new clutches (Clutch Pack Clearance should be .060" to .080")
6. Discard Intermediate brake band and apply servo
7. Replace the pressure regulator spring with the large spring supplied (Orange). No shim for 240psi and 280 psi with one shim. **(FIGURE 2)**
8. Remove second sealing ring from top of center support (Use Teflon Rings Only) **(FIGURE 3)**
9. Remove low and reverse servo piston assembly
10. Discard inner aluminum piston
11. Reinstall servo piston with Heavy Duty (large) return spring. (Air check to insure proper apply) Band clearance should be .125 to .170
12. Flat file or wet stone the entire channel passage area of the case; absolutely no high spots or burrs allowed.
13. Install stock Modulator Valve with spring and aluminum end plug **(FIGURE 5)**
14. Modify Stock Manual Valve and polish with emery cloth. Make sure valve slides thru valve body easily. **(FIGURE 4)**
15. Install valve body with separator plate. (Make sure to start all bolts before tightening)
16. Install new filter; the Allison (Brass) type is preferred. You may use the short 3/8 bolt and washer if your case is not threaded. If the case is threaded such as a Reid case then use the long 5/16 bolt and washer. We recommend tapping the two extra holes in the stock case using your old valve body as an alignment tool.
17. Install pan.

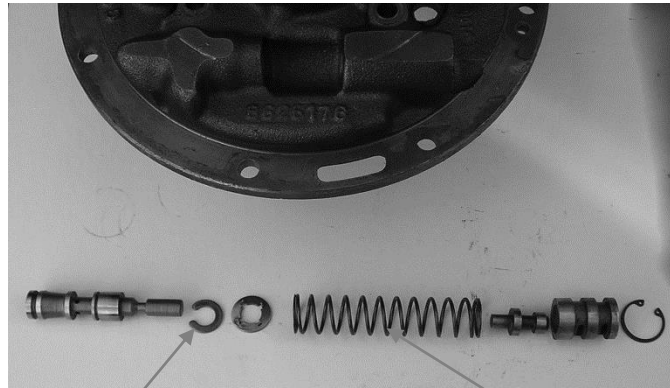
NOTES

- Use Teflon rings throughout transmission

(FIGURE 1)



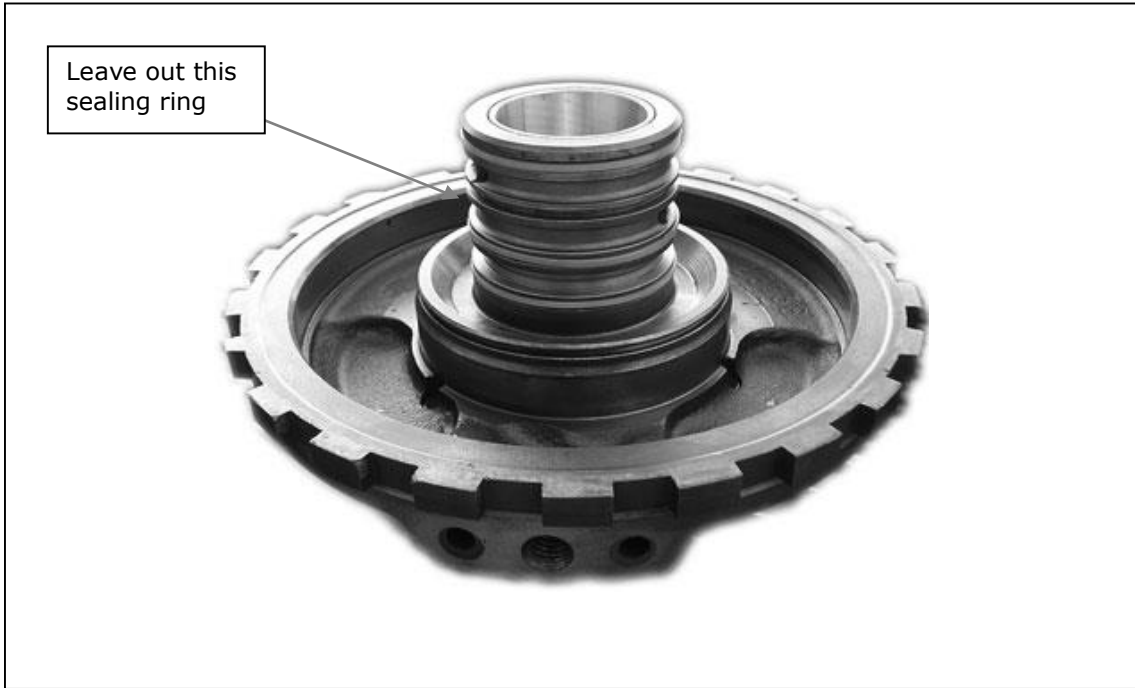
(FIGURE 2)



Shims can be used to increase line pressure

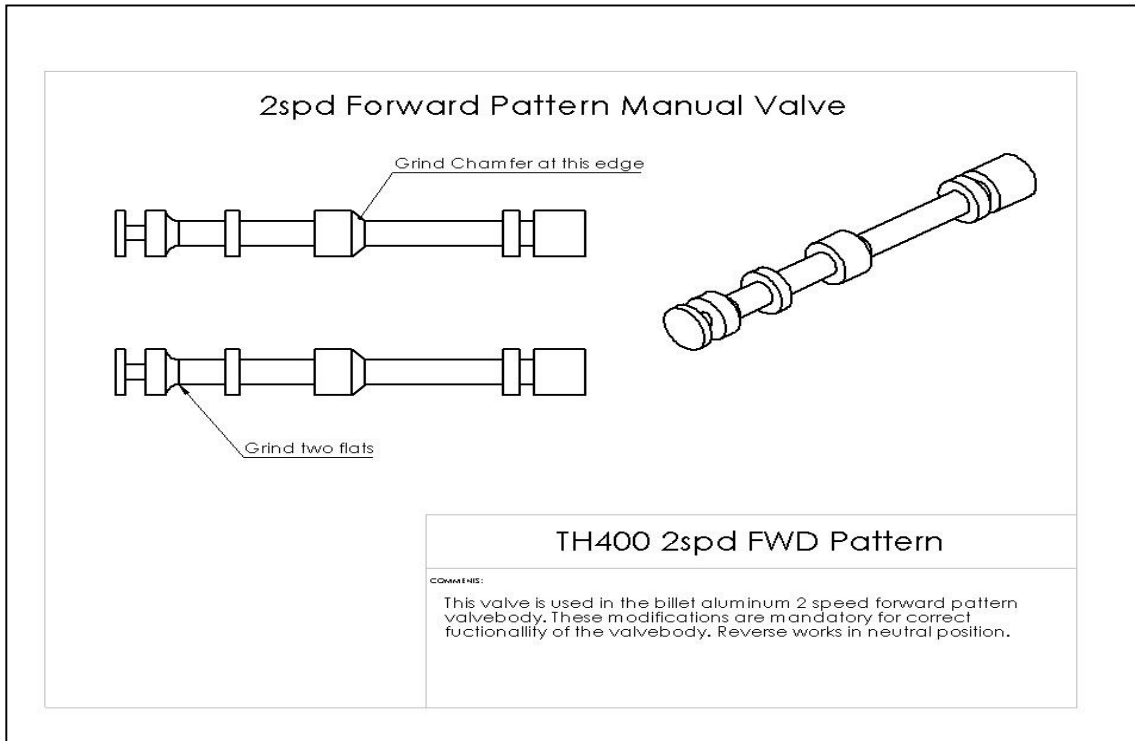
Replace Pressure Regulator Spring with supplied Spring

(FIGURE 3)

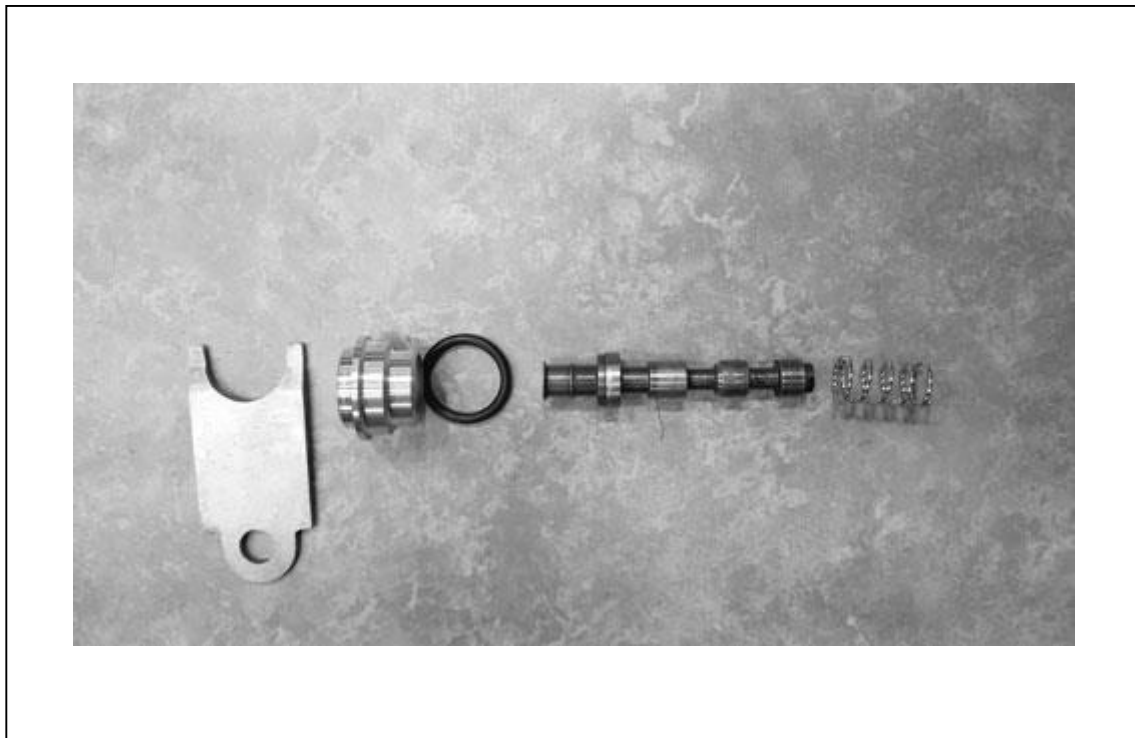


Leave out this sealing ring

(FIGURE 4)



(FIGURE 5)



WARRANTY

This product is warranted for 12 months from date of purchase against defects in material and workmanship. This warranty does not cover damaged caused by negligence misuse or alteration. Under no circumstances will ATF be responsible for special, incidental or consequential damages or costs arising from or in conjunction with the installation or use of any product of the manufacturer.