

Warning! TRANSBRAKE WILL ONLY WORK IF ALL MODIFICATIONS ARE COMPLETED

BILLET ALUMINUM TH400 TRANSBRAKE

1. Drill a 1/16" bleed hole behind the piston in the high gear drum.
2. Put piston back in drum with only 2 lip seals; LEAVE OFF CENTER SEAL.
3. Use enclosed springs for high gear.
4. Solenoid pulls 6-8 Amps. Use spade connector for kickdown lever connection in OEM case. You will need a pass thru connector for SFI case. Minimum 16-gauge wire and minimum 20-amp fuse.
5. MUST USE STOCK 400 MODULATOR VALVE-Do not modify valve in any way.
6. No case modification needed. Use a whetstone or flat file over the case to remove any high spots
7. to prevent crossover.
8. Do not use Intermediate servo, Intermediate band or servo spring.
9. Use stock springs and parts to reinstall rear servo. (2) Accumulator rings may be removed.
10. Use Teflon rings in center support.

YOU CAN USE NEUTRAL OR REVERSE FOR BACKING UP

NOTE: When using a full manual valve body, plug the vacuum modulator port with the supplied modulator delete plug.

NOTE: If running more than 250 psi you need to have a minimum of 14 volts at the starting line with all applicable accessories operating.

YOU MUST INSTALL SAFETY ELECTRONICS TO PREVENT THE TRANSBRAKE FROM ENGAGING BY ACCIDENT WHEN NOT INTENDED!

INSTALL CHECK BALL HERE

