

4.0 C4 Pro Transbrake PA26310

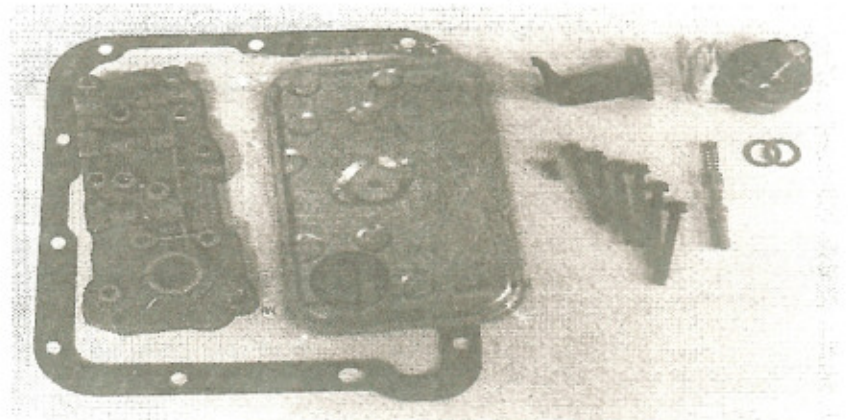


Thanks for purchasing our new C4 Pro Brake. These brakes will only fit a 1974 and later C4 cases that have "push-in" type vacuum modulator valve. If your case uses a "screw-in" type modulator valve, this brake will not work and you must switch to a later style case. Very Important. You must put the shifter in the reverse position and press the Transbrake button in order to back up. Do not try to back the vehicle up without pushing in the Transbrake button.

1. Remove trans pan.
2. Remove valve body.
3. Remove modulator valve, pin and modulator valve from case.
4. Install new Transbrake valve spring, brass Transbrake valve and Transbrake solenoid. A light coating of RTV on the solenoid snout will prevent fluid leaks.
5. Install blue solenoid bracket to bolt on the extension housing.
6. If your solenoid has two wires, ground one to the case. The other wire should be connected to your Transbrake button or delay box. This would be a good time to check the operation of the solenoid and valve as installed.
7. Install Transbrake valve body making sure you engage the shift linkage into the manual valve slot on the manual valve. Start all valve body bolts and then tighten to 12 ft. lbs.
8. Install filter adapter body using the hardware supplied. Install filter and filter bolt. Reinstall trans pan and add fluid to the correct level.
9. With the vehicle running and still off the ground, run the shift lever through all the gears. Make sure you stop the rear wheels before placing the shifter in "park".
10. Additional note: Performance Automatic has provided two red filler washers to adjust the reaction time of the Transbrake. If you desire, you may add one (1) or both of these washers to the Transbrake solenoid snout. This will decrease the release time.

The shift pattern is P R N 1 2 3.

You may not feel a 1-2 shift with the wheels off the ground.



Need more help? Call us at 301-963-8078