

NOTE: The four front, one center and three rear attaching bolts are shorter than the others.

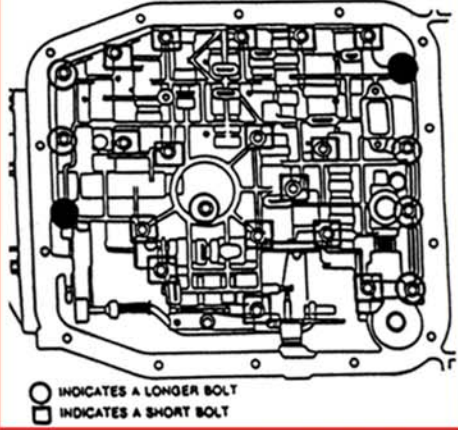


FIGURE A

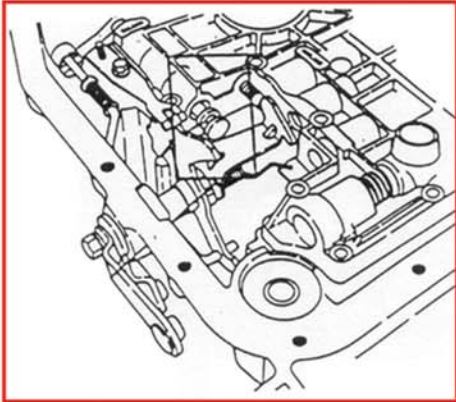


FIGURE B

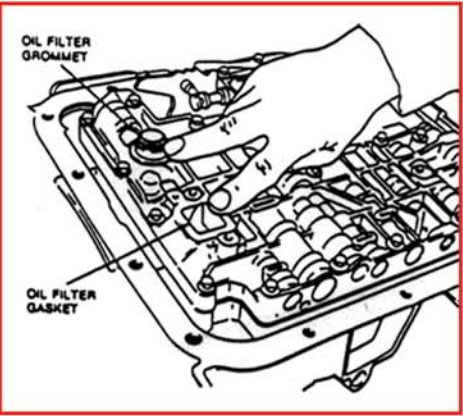
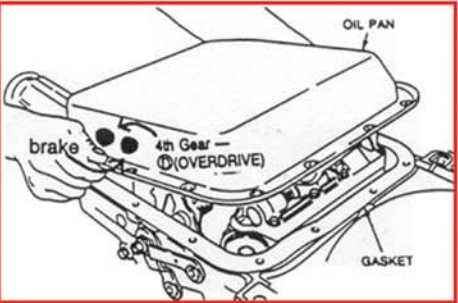
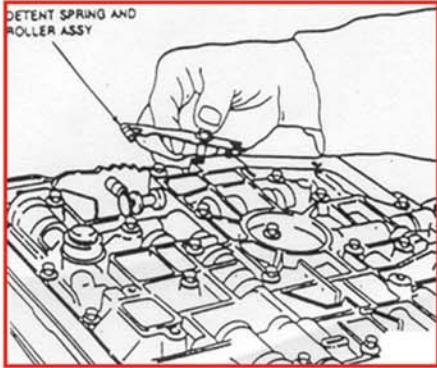


FIGURE C



performance automatic
instructions
and transbrake
valve body



Read instructions completely before attempting installation. This valve body should be installed by a qualified transmission technician. If you are unfamiliar with any of the operations or terms found in these instructions, you should take your transmission to a qualified race transmission shop. Improper installation may result in property damage or personal injury.

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1. Drain transmission oil by removing the back oil pan bolts and work towards the front slowly.
2. Remove the 3 filter bolts and 24 valve body-attaching bolts and remove valve body by pulling straight down.
3. Check to make sure all of the valve body to case gasket is removed from the transmission case.
4. After old valve body is removed and surface area is clean, install short threaded end of studs into the transmission case at the positions indicated by circles on the diagrams provided.
5. If you have 2 short shoulder bolts (some models do not), you may use these elsewhere to secure the valve body or discard them.
6. Secure valve body case gasket using trans fluid or grease (NO SEALER) just enough to hold in place while you install valve body onto studs and into the trans.
7. In an effort to make installation easier, Performance Automatic is now supplying 2 alignment studs and nuts. Install these studs first.
8. Install transbrake valve body into transmission carefully. You must engage selector lever into manual valve. Note that the transmission will now become fully manual and kick down lever is not unused.
9. Tighten valve body bolts finger tight. Check for free operation of shifter linkage if acceptable. Tighten valve body bolts to 80-120 in. lbs.
10. Install filter reusing original square gasket, see figure C. Make sure rubber grommet is installed into filter if it came out or stuck to the old valve body.
11. The terminals should now be installed in the transmission pan. With a 3/8" drill bit, drill a hole in the pan as shown in figure D (another location may be used for convenience, but the available length of wire from the terminal solenoid must be checked before any drilling occurs).
12. Now install the terminal in the pan using a high temperature RTV sealant (red) on the threads. Allow sealant to cure before installing pan.

13. Remove excess gasket material from pan mounting area of the case as well as from the pan itself.

14. Place gasket on pan and hold assembly below transmission case. Connect the wire from the solenoid on the valve body to the terminal in the side of the pan. Installer may crimp this connection.

15. Tighten pan bolts to 12-16 ft. lbs.

16. Make sure all the wiring is complete. Transbrake switch must be activated for trans to go into reverse.

17. With the rear wheels off the ground, add four quarts DEXRON or Type-F transmission oil into the transmission filler tube. Start the engine and put the shifter into neutral. Check the fluid level and add fluid until it is at the "add" mark found on the dipstick. Shift the transmission through all gear positions 5 times. With rear wheels stopped, test transbrake with wheels in the air.

18. Lower car to the ground and run through the gears about five or six times. Check the fluid level again and bring to the "full" line.

REMEMBER THE TRANSBRAKE MUST NOT BE ENGAGED WHILE THE VEHICLE IS IN MOTION! The transmission shift pattern is now:

P R N (4 E 3) 2 1

Once the transmission has shifted into 3rd, the toggle switch or whatever switch you are using can be closed causing the transmission to shift into overdrive (4th) until you open the switch or the shifter or the shifter is pulled back into second (2). If you leave the switch closed, the transmission will shift immediately into overdrive (4th) when the shifter lever is moved from second (2) to third (3). This is not recommended and transmission durability can be compromised.

The overdrive (4th) switch may be wired through the cruise control switch at the brake pedal thus disengaging overdrive (4th) on de-acceleration.

Valve body gaskets are not factory.